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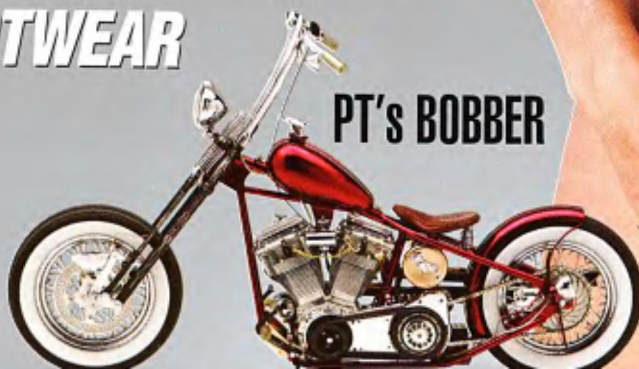
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Taking It Easy

A man robbed a bank, but all the money was dye-stained. Several things went wrong: The mask he was wearing covered his eyes; **he wore a cape** that tangled with his gun causing him to drop it; his getaway car was blocked in by a delivery truck; he rammed the truck to get away, provoking an argument with the driver; the dye pack exploded; and he left the mask and gun behind.

Now here's a lawyer you probably wouldn't want to defend you. A mistrial was declared in an attempted-murder case because the defense lawyer said he had lost his **train of thought** in the middle of his closing statement.

We all know that sex plays an important part of our lives, but these people seem to be the epitome of this. A deputy arrested a woman and charged her with stealing a pickup truck. She had her boyfriend with her who was a suspect, but he didn't care for the scene and fled (with her in the truck). When they had driven what they thought was a respectable distance for a safe escape, they stopped to **have sex in the truck**. B-u-t (gasp!) they left the engine idling, and the truck ran out of gas before they had completed their activity. The deputies finally spotted the truck, and the couple had to escape on foot. The boyfriend, being the most fleet of foot, escaped leaving his gal pal in the lurch.

There seems to be a way around just about anything. In Great Britain there's a bar that doesn't allow smoking. But the bar's owner decided to turn the bar into an embassy for the remote Caribbean island Redonda (which is uninhabited). As an embassy, it would be classed as "foreign soil," which would allow smokers a place to light up. An attaché to the ruler of Redonda named him (the ruler) as the UK consulate for Redonda. The ruler of Redonda is **King Robert the Bald** who regularly sails his yacht to survey his one-mile square kingdom.

In the Congo where many people have to get by on \$.30 a day and where an estimated four million people have been killed in the civil wars of the last decade, there are **"gangs" of designer-clothes-wearing men**. They have preening contests in the streets to prove that Versace and Gucci look better on them than on others and square off at each other. One of the men still lives with his parents, sleeps in a closet-sized room, and leaves child-care expenses to his ex-girlfriend, but owns 30 top-of-the-line outfits and spends \$400 a month on clothes. Says he, "This is just what I am."

The police answered a call about **a smoky trailer** and when they got there, they found the owner of the trailer sitting on his bed pretending to knit a sweater. Smoke was pouring out from beneath the bed where the counterfeit money he had just printed was hastily being burned.

A bishop, who was a leader of a religious sect, was charged (along with his son) with **beating a golfer** unconscious after accusing the man of stealing his ball at a local course. Two years prior he was nominated for a Martin Luther King, Jr. civic award.

I don't think this would work here but who knows? A man was stopped for DUI in Canada. He was so drunk he had trouble standing and could barely speak. But he beat the charge, proving to the judge that it was **a "legal necessity"** that he drive drunk. It seems he had just tried to commit suicide and consequently rushed himself to the nearest hospital so that he could get psychiatric care in order to head off another attempt.

I guess we all have our passions, but I'm wondering about this one. An entomology doctoral student, a specialist on maggots, created **"maggot art"** by dipping them in paint and letting them writhe around on the canvas. She said she admires the swiftness and elegance of maggots' ability to devour. She also said she doubts if her passion will help her get a teaching job.

On the subject of creatures, biologists in Germany said they were ending their research project on animal movements after three years because they were tired of **waiting for a sloth named Mats** to leave his perch.

It seems there's a crisis in New York and Great Britain. There are just not enough professional butlers to fill the need. **Butler schools** in both countries are running at capacity, turning out debonair, refined butlers at salaries that sometimes exceed \$100,000 (plus, in the U.S., an extra \$20,000 or more for one who speaks with a British accent). So, unfortunately, multimillionaires are having to make do without.

Afghan nationals who work at NATO's Kandahar Airfield have to use their own **"separate but equal" toilet** facilities. The policy was based on hygiene. It seems that some locals stand on toilet seats and then squat down, which creates annoying messes. It's also based on some Muslims' carelessness in cleaning themselves in preparation for prayer because their water bottles sometimes fall in and have to be fished out.

They do things differently in Japan. On January 31, several hundred Japanese husbands observed the second annual **Beloved Wives Day** to "upgrade" their notorious deeply ingrained "indifference" to their spouses. Some of the vows were: be home from work by the early hour of 8:00 p.m.; actually look into their wife's eyes and say "thank you"; and (now get this) try to remember to call her by her name. (Apparently some men just grunt at their wives.)



FEATURES

Finch Fest 8
The Resurrection Of
A Ron Finch Original.

Kandy Red Sled 18
Lowriding The 818.

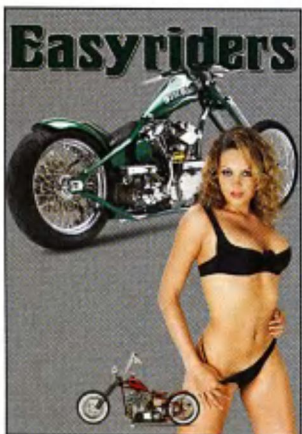
GangGreen 56
Stroke It 'Til It Falls Off.
Featured on the cover.

PT's Bobber 74
Chrysler Already Had The Cruiser.
Featured on the cover.

Innovation Happens 84
It's All Done Jeremy's Way.

Doin' The Crump 94
Ain't Nothin' Wrong With A Little
Crump And Grind.

It's The Future, Baby! 128
Every Day Rider:
New York Myke's V-Glide



Gangster Choppers' GangGreen with
sexy Sarah shot by Don Rogers.
PT Bobber by Dino Petrocelli.
Cover imaging by Jeff Biggs.

The next liver-queer-in' issue goes on sale
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SPECIAL FEATURES

Sturgis Lite 36
Less People, More Fulfilling.

Harley-Davidson 2008 46
Shaking Things Up.

Kyle Petty Ride 100
Miles Of Smiles.

THE TECH GARAGE

Footwear For Bikers 90
From Harley-Davidson.

**J&P Build-A-Bike
Sweepstakes** 122
Getting Ready For The Showdown.

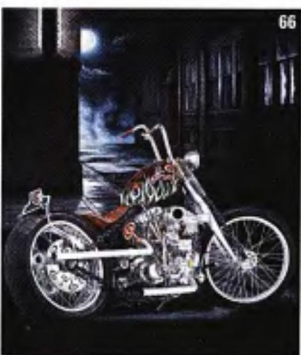
Easyriders' Bike Kit Guide 124



ARTICLES

Road Toads 44
The Shocking Truth.

John Guillemette 66
"Master and Machine" Series.



DEPARTMENTS

Taking It Easy 3

Wordmonger 6

Parts Box 16

Tech Letters 24

Easynews 27

Happenings 32

National MC Laws 34

In The Wind 69

Fox Hunt Contest 80

Fox Hunt Winner, Tara 94

Advertisers' Index 136

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Suicidal Bird – Death by Harley

My boyfriend and I were taking a scooter along the Kinzua Dam in Warren, Pennsylvania, with some out-of-town friends, showing them the sites along the Allegheny River. I was riding my '95 Heritage Softail, came around a curve just after we left the dam, and there was a bird headed right toward me. I thought for sure it was going to go up the sleeve of my jacket. As you can see from the photo, it didn't. It somehow managed to hang itself between the brake cable and the throttle cable nuts, and I figured it would just drop off after killing itself. But no! It was so wedged that it stayed on for five miles at speeds of over 65mph.

I hope you share this fucked up experience with your readers. Seeing is believing!

Sharlee95

Pittsfield, Pennsylvania

Kudos!

You guys put my picture in your June issue for which I send my sincere appreciation. I'm the girl who's gotta ride! I received calls from friends who live in New York congratulating me on my celebrity status, and it made my day. You really put a smile on this girl's face.

Shortly after that photo was taken, I had a rough time emotionally. I actually let myself give up for a while. I was in a destructive relationship and was basing my worthiness of being happy on a non-caring home environment. When the going got tough, the make-believe tough went running. I guess I also ran for a while by means of staying high and in denial. When the time came, however, I picked myself up by the bootstraps.

I now live on my own and work vigorously with physical therapy in preparation for prosthetics. I returned to

college last semester and am still loving life! It seems so poetic that your magazine has shown up now to remind me where I've come from and where I'm going. Kudos, you guys! Keep up the good work and know that you are my heroes.

My spirit remains uplifted and your publication just made the top ten reasons for smiling today.

Ronda Lynch
Daytona Beach, Florida

Glad we could help, Ronda.

Fenlanders Rally UK

Thanks for printing my picture in your August issue.

I only did 4,500 miles in total (but that's 40,500 miles for a biker—a sore arse).

Anyway, here's another photo (below) of a very nice young girl who sat on my bike at the HOG Fenlanders Chapter Rally UK in July (near Lakenheath and Mildenhall Air Force Base, which you Yanks fly out of). My bike seems to attract redheads (she reminds me of Nicole Kidman with Bridget Bardot eyes). The attached picture is of higher

quality than the one first published.

John Snelgrove
Herts, U.K.

P.S.—It has new bars, headlights, and digital instruments in the wing mirrors now.

All American Motorcycles

Many of us see *Easyriders* as an all-American magazine about all-American motorcycles. On page 127 of the September '07 issue, you celebrate a bonehead who, by your words, seems to have come into our country illegally (stepped out of a raft). He then further insulted this great country by displaying contempt for our language by not learning English. Anyone who does not learn our language after 13 years should be sent back to where he came from. There the bonehead can speak Spanish, ride his bicycle and fit right in where he belongs.

We military veterans would prefer not to see unpatriotic articles like this in *Easyriders*. Celebrate for us the American reader who rides an American

bike. These people have built your magazine.

Jody Lee
Cyberspace

The heart of America beats with the effort of people from every race, nationality and creed.

June Issue

I guess it's a good thing that I subscribe to your magazine 'cause if I'd bought it off a newsstand after seeing the cover, I'd really have been disappointed when I got it home and didn't get to see the tits of the girl on the cover. Shame on you!

Ken Sweetman
Cyberspace

Yeab we were disappointed too. But if it makes you feel any better, stop by the office and I'll show you my tits.

Easyriders editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000. We now accept e-mail letters! Please send your e-mail letters to: wordmonger@easyriders.net





Finch Fest

The Resurrection Of A Ron Finch Original

Back in 1969, an 18-year-old kid named Thom Langs walked into the little bike shop on University Drive in Pontiac, Michigan, looking for, well, a dream. He'd come to the right place. Ron Finch's Custom Styled Cycles was used to making dreams come true and, by 1969, had built a reputation for doing just that. Ed Roth, the "Rat Fink" himself, called Finch "Michigan's mysterious motorcycle madman" and he wasn't far off. Love 'em or hate 'em, Ron Finch's customs were never overlooked. For the princely sum of \$10,000, big money for a bike 38 years

ago, Thom Langs got his dream, "Odin's Axle," one of the most radical bikes of its day.

Thom had come to Ron with a theme in mind. He wanted his bike to be a mystical tribute to the great Nordic God Odin of Valhalla. Odin's weapon of choice was the ax, and with it Odin became the symbol of unchecked power. Ron took up the challenge and began what would turn into a year long project.

Work began with a 1962 Harley; its frame was extended 6 inches and raised 4. Ron built the gas tank right into that



frame, molding in a filler tube he hid in the neck area. The rear of the frame sported handcrafted axes on each side and the taillight had that hatchet motif with hand-molded plastic lenses. The footpegs continued the theme but right there was where any symmetry ended. From that point on, each side of the bike was designed to look completely different. The 1939 Norton girder front end, for example, carried the hatchet motif down the left leg while the right side featured a very distinctive bend-rod design. This intricate rod work was also welded to the right side of the gas tank, the oil tank, the fenders and even formed the license plate bracket. Ron metal-finished everything.

A controversial custom from the start, Odin's Axle made its first public appearance in January of 1970 at the Detroit Autorama. In December of 1970, the bike became the featured exhibit in the Detroit Institute of Arts, the first time a motorcycle had ever been in the museum. That same year Odin's Axle was named Best U.S. Custom by *Motorcycle World Magazine*. Thom Lange was living his dream. Seven years later, Ron Finch bought the bike back and later sold it to a fellow from London, Ontario, who in turn sold it to Pete Smith, the owner of The Motorcycle Supermarket in Lockport, New York.

Pete's plan was to restore the custom with Ron's help but unfortunately Pete was killed in an accident before work could begin. The bike was ultimately sold on the Internet and the new owner took out the '62 panhead engine and its transmission—the only things he wanted—and rolled everything else into a Rochester, New York, swap meet.

"When we first saw Odin," says Donna Smith, a resident of Rochester, "we knew exactly what it was." Darryl Smith even remembered seeing the bike at a show in Buffalo when he was 13 years old. "It took us three hours to take it all in, all the details and craftsmanship," Donna recalls. Of course the Smiths bought Odin's Axle, or what was left of it. Donna and Darryl immediately set out to find Ron and see if he would help with the restoration of the bike he'd built so long ago.

Now semi-retired and involved as much with other forms of metal art as



he is with motorcycles, Ron only takes on projects that interest him. This one did. The restoration began in 2002 and it was complete—accurate down to the smallest detail. The Smiths even tracked down a proper replacement engine, insisting it should be an authentic 1962 panhead and not a reproduction. Ron Finch took care of everything else, just as he had in 1969.

"When we saw that bike in the swap meet," Donna says, "we knew this was a project we had to undertake. We've brought back a piece of history." And like Thom Langes before them, they got a dream in the bargain.

—Joe Kress

Owner: Donna & Darryl Smith
City: Rochester, New York

GENERAL

Designer: Ron Finch
Fabrication: Finch's Custom Cycles
Year/make: 1962 Harley-Davidson
Model: FL
Assembly: Finch's Custom Cycle
Time: one year

ENGINE

Year/make: 1962/Harley-Davidson panhead
Rebuilder: Genuine Cycle
Displacement: 74 cubic inches
Ignition: Harley-Davidson, 12-volt
Cam: Harley-Davidson
Carb: S.U.

Air cleaner: Finch's Custom Cycle
Pipes: short drag

TRANSMISSION

Year/make: 1962 Harley-Davidson
Shifting: 4-speed

PAINTING

Painter: Ron Finch
Color: Pale Blue w/multi-color graphics
Type: House of Kolor

FRAME

Year/make: 1962 H-D/Finch's Custom Cycle
Type: rigid
Rake: 32 degrees
Stretch: 6 inches
Shocks: none

ACCESSORIES

Handlebars: Ron Finch "Double Z"
Handlebar controls: Barnett
Fenders: Finch's Custom Cycle
Headlight: Cibie
Taillight: Finch's Custom Cycle
Pegs: Finch's Custom Cycle
Foot controls: Finch's Custom Cycle
Gas tank: vintage peanut



Oil tank: vintage horseshoe
Seat: Leatherman, custom King & Queen
Mirrors: none
Grips: Harley-Davidson

FRONT END

Type: Norton girder, modified
Builder: Finch's Custom Cycle

WHEELS

Make: Husquvarna front, Harley-Davidson rear
Size: 21-inch front, 18-inch rear
Tires: Dunlop
Brakes: Husquvarna front, Harley-Davidson rear

Photos: Michael Farabaugh





*"You have the same look on your face
that my cat gets when I give her catnip!"*



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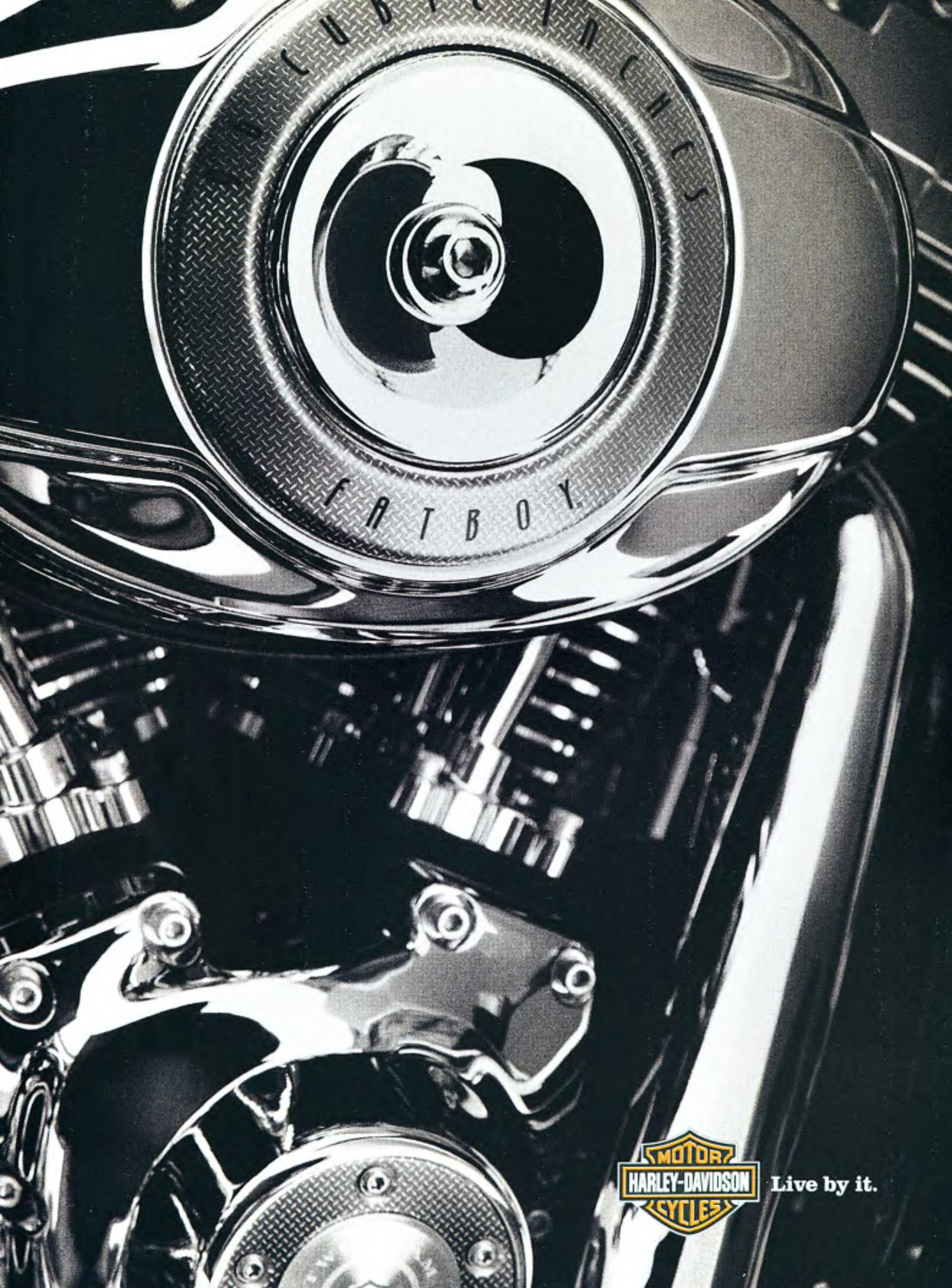
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Go to www.heartlandbiker.com for more details or call 310-822-2697.



Indian Larry collectors edition calendar

The 2007-2008 Indian Larry collectors edition calendar features dozens of never-before-seen photographs of Indian Larry. The calendar retails for \$20 and is available from www.indianlarry.com.



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For more information, visit Ginz online at www.ginzchoppers.com or call 949-916-5926.



Plug-and-play Bullit headlight kit

Are you tired of purchasing an expensive headlight only to find that you need to wire it yourself? Not everyone is a wiring guru, so NAMZ' new Bullit headlight comes with a factory-length, braided stainless steel and clear wiring harness and is ready to plug to your stock wiring. The set comes with mount, lens, halogen bulb, harness and retails for \$199.99.

NAMZ products are available through Drag Specialties, Custom Chrome, MID-USA, Tucker Rocky, Zodiac, Mid West,

J&P Cycles, Motorcycle Storehouse or directly from www.namzccp.com.



Arlen Ness scalloped dash insert and fuel door cover

This scalloped fuel door cover and dash insert were designed

to add a touch of class to the dash area on Harley-Davidson dresser models. They're made from billet machined forged aluminum, resulting in a high-quality finish.

The cover features a fuel door that fits '89-and-later FLT models. The dash insert fits Street Glide (FLHX) models and FLT/FLHTs.

The scalloped fuel door for FLT (04-137) retails for \$39.95 and the scalloped dash insert for Street Glide (04-140) is \$39.95.

Call Arlen Ness at 925-479-6350 or see them at www.arlenness.com.



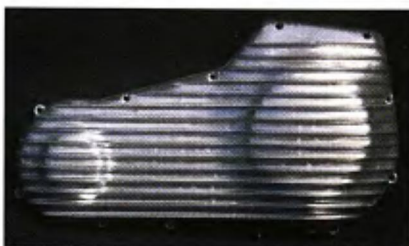
Flanders 1 1/4-inch bars

Flanders Company has been making quality handlebars since 1945, and has finally decided to get fat. They now offer a line of 1 1/4-inch apehangers, drag bars, TT bars and Bad Boy Bars that come with holes punched for internal wiring and knurls in the riser clamp area. These bars come in chrome or black powdercoat finish. They will also fit the Yamaha Roadliner and the Suzuki M109.

You can find out more about Flanders products at www.flandersco.com.

Jammer finned covers from Robban's Speed Shop

Crafted in Sweden at Robban's Speed



Shop, these covers are cast from 356-T6 aluminum and sold with a cast finish or polished. These covers can also be further polished, chromed or powdercoated if desired. The product line includes three finned outer primary covers and a derby cover to fit many models from '36, a finned Linkert-style universal air cleaner with a polished outer cover, and a finned point cover with a polished finish for '70-'99 models.

Go to www.jammerclub.com for more information.



Sidemount taillights from Custom Chrome

With your choice of three different LED taillights, and curved or flat license frames, these taillight and license plate kits are bound to astound. Each one is machined from billet aluminum, and features a chrome-plated taillight and plate/bracket combination with channeled wiring. All versions mount in place of the outer axle spacer (includes a sleeve to fit 3/4-inch axles) for a clean installation. They fit all '87-'99 5-speed Softail and '86 FL Softails. Nine different versions are available, ranging in price from \$135.99 to \$169.99.

Talk to your Custom Chrome dealer or go to www.customchrome.com.





KANDY RED SLED

Lowriding The 818

Danny Santana takes his bike building inspiration from his lowriding days. Back in the day, the newest car he ever owned was a '64 Chevy. He always admired slammed sleds and cars and is currently customizing a '57 Suburban and a '52 Chevy pickup.

Danny and his wife own a machine shop business that he inherited from his father. In the eighth grade, his father gave him a '52 Chevy to "Keep me out of trouble and to keep my mind busy on something...and all through the years I would build old cars and bikes." Today he thanks his dad for the machinist skills and work ethic that his father instilled him and, in turn, has passed these valuable lessons on to his own son, Daniel, and daughter, Shanae, who manages the business when he is out of town. Danny acknowledges that his wife had a lot to do with Daniel's positive upbringing as well, because he was often too busy working. The threat of "Keep your ass in line or I will tell your dad and he will whoop it" usually did the trick.

Danny's been puttin' around on this lowered panhead for 10 years and even garnered a First Place trophy with it at our Easyriders Bike Show in 2001. A couple of years back he dropped it and had



to redo the whole bike. Earlier it was finished in a plum color, but when it was resurrected, he had Walt Woodson at WW Cycles in Hollywood, California, paint the bike in a lush House of Kolor Kandy Apple Red over a gold base.

Danny's never been satisfied with simply bolting together a bike out of reproduction parts, instead he searched swap meets and eBay for years to find rebuildable original Harley iron. The frame, sheet metal and engine are 100% 1957 Harley-Davidson. The vintage Springer is an original Harley item, not a reproduction, and was chromed by V&C Metal Polishing in Hollywood. Danny mounted a hydraulic-style fender to the front fork of the Springer leg. He says, "Common sense told me that when the rocker goes up with the axle, the fender would follow." Danny also fabricated the pipes out of five separate pieces, hiding the brackets to make them appear as though there is nothing holding the pipes up.

"Painter Joe" of Williams Motors in Canyon Country rebuilt the motor's lower end, pumping it up to 96 inches using S&S internal parts. Danny rebuilt the top end in his shop. "Old Man Clem"

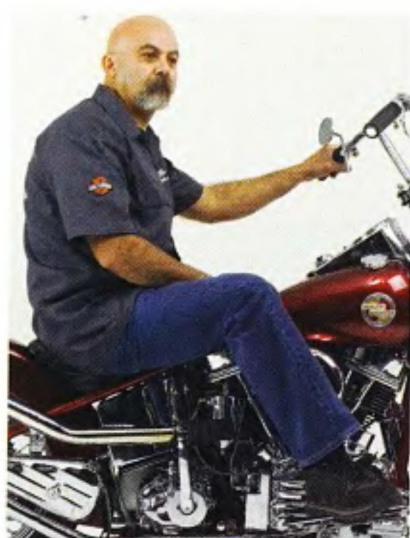
from nearby Santa Clarita Valley, rebuilt the jockey shift transmission, stuffing the '57 cases with JIMS gears. Danny describes Clem as being, "A redneck out of the Santa Clarita area that has been around since the time of Christ, someone who really knows those old parts."

Danny tells us his son is an active duty Marine on his way back for another tour of Iraq. He is immensely proud of him and what he is doing and asked that we write that, "This bike is a special tribute from him to all the Leathernecks who are currently serving overseas."

—Kit Maira







Owner: Danny Santana
City: San Fernando, California

GENERAL

Fabrication: Danny Santana
Year/make: 1957 Harley-Davidson
Model: FL
Assembly: Danny Santana
Time: 8 months

Chroming and polishing: V&C Metal Polishing

ENGINE

Year and make: 1957 Harley-Davidson
Builder: lower end Painter Joe, Williams
Motors/upper end, Santana Cycles
Displacement: 96 inches
Cam: S&S
Carb: S&S
Ignition: Dyna

Pipes: Santana Cycles

TRANSMISSION

Make: Harley-Davidson
Year: 1957
Shifting: jockey
Special Features: JIMS gears

PAINTING

Molding: Danny Santana
Painter: Walt Woodson, WW Cycles
Color: Kandy Apple Red
Type: House of Kolor
Special paint: gold base

FRAME

Maker: Harley-Davidson
Type: rigid
Rake: stock
Stretch: stock
Other alterations: none

ACCESSORIES

Handlebars: 6-inch baby apes
Risers: 4-inch dogbones
Handlebar controls: Harley-Davidson
Fender: Harley-Davidson
Headlight: Harley-Davidson
Taillight: Harley-Davidson
Speedo: Harley-Davidson

Pegs: Harley-Davidson
Electrics: Harley-Davidson
Foot controls: Harley-Davidson
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: Danny Gomez
Mirrors: Harley-Davidson
Grips: Harley-Davidson

FRONT END

Type: Springer
Extension: none
Builder: Harley-Davidson

WHEELS

Size: 19-inch front,
18-inch rear
Hubs: H-D
Star
Rims: Akront
Tires: Metzeler

Brakes: mechanical drum
Special Thanks: Special thanks to family
and friends, and to God.

Photos: Rick Hustead
Contact: Santana Cycles
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www.santanacycles.com



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A SPITTER

I have an '89 Sporty that doesn't like to idle. It coughs, spits and sputters until you give it the gas. As long as the bike has a pull on it, she runs fine. But if you try to cruise or just ride off idle, it won't run right. I have taken it to the dealer and had all of the tests done but to no avail. It has a 42 pilot jet and a 170 main jet from a Biker's Choice jet upgrade kit. If you can give me any info it sure would help. The bike's my wife's and she's not happy.

Rod Havens

My best guess is that you have an air leak. To check for that, while the engine is running, just spray WD-40 around the areas where the carb attaches to the manifold and the manifold attaches to the heads. If it changes speed, you've found a leak. Another possible explanation is that trash has gotten into the carb and is blocking the pilot jet or pilot jet circuit. For what late, low-mileage CV carbs cost on eBay, you might be better off replacing your carb than having it cleaned and rebuilt. The aftermarket has several good replacement carbs available, too. The shop you went to should have been able to get your Sporty squared away, so I'd suggest taking it somewhere else next time around. I almost forgot. If the problem started after you put a loud, weird exhaust system on it, go back to whatever you had in the first place and unload the other pipe on eBay.

TWO IN THE CHAMBER

I bought my 1969 XLCH new. I need new cylinders but haven't had any luck finding a nice set, even on eBay. My originals are basically in good shape and don't have any broken fins or anything. I was wondering about having them sleeved. Do you know where I might have the work done or if it is even feasible?

Mack W.

All I know is that necessity is a mother. Try L.A. Sleeve at 12051 Rivera Rd. in Santa Fe Springs, Ca. You can call them at 800-822-6005. This would be a pricier option, but you might look into new cylinders too. Top-quality cast iron IH cylinders are available from Dan Umstead at D&S Performance in Lake City, Pa. Give him a call at 814-774-2591 or click up www.dsperf.com. Get that CH up and running. It's an American classic.

DEEP THROAT

I saw a twin-throat S&S carburetor on eBay that the owner seemed to think was the best carburetor ever made. It was priced accordingly. My question is that if they were all that great, why doesn't S&S still make them? I didn't bid, but I wondered if I should try to get one for my 96-inch Evo if I get the chance.

Double Trouble

Your first question answers itself. You'll come out time and money ahead with a Super E, G, or even a B, especially since you won't have to fabricate a manifold to put any of them on your Evo. S&S never made a Two Throat manifold for Evolutions. Everyone who tried the Two Throat either loved or hated it, with the second group apparently outnumbering the first. It did look cool, though.

SET THE RECORD STRAIGHT

I get different answers on whether I should use an S&S Super E or G carburetor on my 93-inch shovelhead. Could you set the record straight on this?

Carb Crazy

I don't know about the record, but I'd recommend using an E unless your Shovel has professionally ported heads and lots of cam. It would run okay with a G and possibly crank out a few more top-end HP with it, but air would move faster through the E. That would make your Shovel more responsive at normal riding speeds.

PANHEAD PONDERY

I am building a bobber with an original '58 panhead engine and transmission in a reproduction of an original Harley rigid frame that came from V-Twin. Do you know the widest tire I can fit into it?

Panhead Pete

I squeezed a 140/80-18 on a 5-inch rim into my Harley-Davidson rigid. You may have to space the sprockets out a tad and shift the trans slightly to the left, but it worked for me so it should work for you—assuming that your frame was manufactured to Harley-Davidson specs.

MOLDEN METAL

I bought a MIG welder a few months ago and am doing fairly well with it. I want to make my own pipes and read a little

about the subject. I like the look of short, stepped pipes but can't find any information about how they perform. Could you help me out? Also, do you have an opinion on pipe wrap?

Fast Frank

Get outta here—you're focusing on performance? Cool—maybe you'll start a new trend. From what I've read, 30-inch is the shortest you should go. Even with that, performance would probably be soft below 3500 rpm. I had good luck with 40-inch drags back in the day, but I'm sure you could get away with something shorter if you used a good baffle like the AR's from Khrome Werks or Cycle Shack's XP's. One theory about steps is that they improve exhaust extraction by letting hot gases expand after they leave the port. Makes sense, I guess, but blocking the reversion wave seems a better explanation to me. My opinion about exhaust wrap on motorcycles is that chrome, flat black, and even rust look better. I can see using wrap to increase fuel density by keeping underhood temperatures down in a car but, IMHO, it's just another fad as far as motorcycles are concerned.

MY BIG 110 INCH

I ride a 2001 Softail with the counterbalanced Harley Beta engine. Several of my friends have bought customs with the big 124-inch engines and enjoy leaving me behind in their dust whenever they get the chance. I have heard pros and cons to modifying the counterbalanced engines for better performance and wondered if you might have an opinion about this. A local shop has put together a Twin Cam package that is guaranteed to increase my horsepower to 110 without any problem.

A.G. Henry

Modified counterbalance motors seem to do okay so long as rpm are kept below 6000. An honest 110 horsepower should do the trick, but look into dropping a tooth on the engine sprocket if it's not enough.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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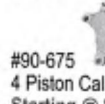
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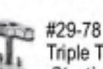
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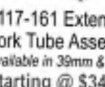
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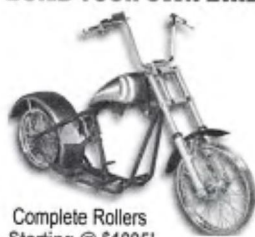


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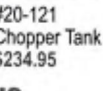
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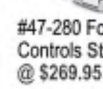
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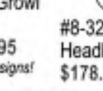
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DVD review

MIA: A SOLDIER'S HOMECOMING



Photo: Guerrilla Docs

For the past several years, we have presented you readers with our reviews of DVDs from Guerrilla Docs, Inc. Randall Wilson and his highly skilled crew have produced yet another winner. This one is entitled *MIA: A Soldier's Homecoming*.

On March 20, 1971, Major Jack Barker and Captain John Dugan were piloting a UH-1H Huey helicopter with Sergeant William Dillender and PFC John Chubb onboard. The aircraft was participating in a troop extraction of ARVN (Army of the Republic of Vietnam) during the Lam Son 719 mission in the Savannakhet Province of Laos. The aircraft was hit by enemy fire. There were no survivors.

In 1986, a refugee in Nakhon Phanom, Thailand, showed an ID tag belonging to PFC Chubb and a medalion to a US interviewer. Between 1988 and 2001, joint US-Lao People's Republic teams by JPAC (Joint POW/MIA Accounting Command) conducted four investigations and three excavations for the four men without positive results. In 2004, another investigating team excavated the crash site. Remains of the four men were found. On April 12, 2006, the men were buried at Arlington Cemetery.

This is the story of the four men, their families, the men who served with them and the men and women of JPAC who risk their lives everyday recovering the remains of America's lost heroes. Like

I've said before folks, I'm a piss poor person to review a DVD. But after watching it, I highly recommend it. In closing I might also add that *MIA: A Soldier's Homecoming*, will be shown at the prestigious Cinema City International Film Festival Universal Studios, in Hollywood, California on September 25-30, 2007. For additional details contact www.Guerrilladocs.com. —Twiggy

Legalese

INDIANA POLITICAL BS

In Indiana it is unclear how an amendment calling for a \$10 dollar increase in motorcycle registration fees to help create a trust fund to research spinal cord and brain injuries was re-introduced. Apparently, there are legislators who didn't even know it was in there. This truly was sneaked in during the last hours of the session. For those who do not know about this, here's a little background: A bill was introduced earlier this year that would establish the Spinal Cord and Brain Injury Trust. In the original language there was no reference whatsoever to motorcycles. In committee, a Representative offered an amendment that would increase motorcycle registrations by \$10 dollars each, with that money going to help fund the Spinal Cord and Brain Injury Trust. The bill was to go before the House and Ways and Means Committee. The bill was sent to the Ways and Means Committee so that legislators could address their concerns. The bill was never scheduled or heard in Ways and Means, and it appeared to have died.

Then, at the last minute, it was amended into the Budget Bill. The House had a responsibility, and a deadline, to get the Budget Bill passed so the motorcycle provision moved to the Senate. They met with Senate leadership and had communication with

every member of the Senate Appropriations Committee where the Budget Bill would be reviewed. When the 130-page committee report was released, there was no mention made of motorcycles. The amendment at sometime was reintroduced to allow motorcyclists to fund this trust and passed with the Budget Bill!

—Jay Jackson, Executive Director,
ABATE of IN

Industry News

DEPARTURE BIKE WORKS 35th ANNIVERSARY

What goes into 35 years of being in the motorcycle business? It's more than just hard work, a job, burning the midnight oil and trying to make your customers happy. It is a life that defines you and who you are that can't really be put into words. After 35 years of eating, breathing and losing sleep over the next motorcycle project, you create more than a business. Nobody knows this more than Lee and Brenda Clemens who have been at the helm of Departure Bike Works in Richmond, Virginia, for the past 35 years.

Over the years, Departure has built a reputation as one of the premiere bike shops on East Coast. It wasn't long until Departure took to the racetrack where they could be found laying down record times on high performance Harley-Davidsons. As with all automotive development, lessons learned on the racetrack were passed onto the next generation of two-wheeled technology. The bikes coming out of the back door of Departure were featured in *Easyriders* on a regular basis.

Lee and his bike building family and friends haven't been running Departure Bike Works all these years for the money or the fame, there has been precious little of either. They are

CONTINUED NEXT PAGE

Departure Bike Works CONTINUED

bound by their passion for motorcycles and their love of the lifestyle. *Easyriders* congratulates Departure Bike Works on 35 years of making dreams come true.

— Phantom

Coast To Coast

Biker News

HOLY COMMUTE: The Vatican recently handed down another Ten Commandments—this time for drivers and riders.

The document, Guidelines for the Pastoral Care of the Road, extols the benefits of driving for family outings, getting the sick to the hospital, allowing people to see other cultures, but it also points out a host of ills associated with automobiles and drivers. The document points out that: drivers use their cars to show off; driving "provides an easy opportunity to dominate others" by speeding; drivers can kill themselves and others if they don't get their cars regular tuneups, if they drink, use drugs or fall asleep at the wheel.

It also points the finger at traffic problems particular to Rome: "Danger also derives from city cars, which are driven by youngsters and adults who do not have (full) driving licenses, and the reckless use of motorbikes and motorcycles."

The guidelines call for drivers to obey speed limits and to exercise a host of Christian virtues: charity to fellow drivers; prudence on the roads; hope of arriving safely; and justice in the event of crashes. And it suggests that prayer might come in handy.

Cardinal Renato Martino said at a news conference that the Vatican felt it necessary to address the pastoral needs of motorists because driving has become such a big part of contemporary life. "We know that as a consequence of transgressions and negligence, 1.2 million people die each year on the roads," Martino said. "That's a sad reality and, at the same time, a great challenge for society and the church."

The "Driver's Ten Commandments," as listed in the document, are:

1. You shall not kill.
2. The road shall be for you a means of communion between people and not of mortal harm.
3. Courtesy, uprightness and prudence will help you deal with unforeseen events.

4. Be charitable and help your neighbor in need, especially victims of accidents.

5. Cars shall not be for you an expression of power and domination, and an occasion of sin.

6. Charitably convince the young and not so young not to drive when they are not in a fitting condition to do so.

7. Support the families of accident victims.

8. Bring guilty motorists and their victims together, at the appropriate time, so that they can undergo the liberating experience of forgiveness.

9. On the road, protect the more vulnerable party.

10. Feel responsible toward others.

BIKERS TAKE CARE OF THEIR OWN:

As detailed during the Confederation of Clubs of Tennessee's report at the NCOM Convention earlier this year, a clinic which offers free medical treatment to its patients every Saturday, whether or not they have medical insurance, recently opened in Springfield, Tennessee. There's just one catch—it's a biker clinic.

It was opened as part of Covenant Confirmers, a motorcycle ministry founded seven years ago by pastor Ron Baptiste. Since March, volunteer doctors and nurses have been treating patients, mostly bikers, with minor medical problems such as the flu, colds, high blood pressure and scrapes. Anyone with serious medical problems is referred to a hospital.

The clinic is open every Saturday from 10 a.m. until 4 p.m. "It's just something that I knew was needed in the biker world," Baptiste told the Tennessean newspaper. His motorcycle ministry was featured recently on The 700 Club.

Baptiste said the ministry still supports the clinic financially but, with donations coming from medical manufacturers, bike clubs and associations, the clinic is well on its way to supporting itself. Eventually, he wants to offer dental and chiropractic care for patients and is even looking at alternative medicine.

CALIFORNIA DUCKS SMOG CHECKS FOR MOTORCYCLES: Apparently there

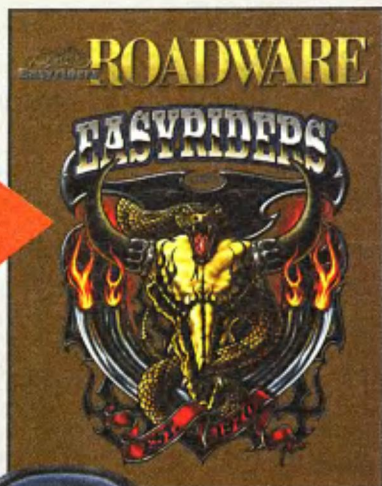
CONTINUED ON PAGE 30



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Biker News CONTINUED

are no immediate plans to require motorcycles to submit to regular smog checks in California, similar to emission tests that cars and other vehicles must undergo.

As reported in a recent issue of *Motorcycle Consumer News*, "The California Air Resources Board (CARB) has decided against adding motorcycles to the list of vehicles that must undergo periodic emissions testing. Reportedly, pressure from the California Motorcycle Dealers Association, ABATE of California, and others caused the CARB to drop the proposal."

Arizona is currently the only state that requires emissions testing for motorcycles, and testing is limited to only Maricopa County, in which the city of Phoenix is located. A motorcyclists coalition led by ABATE of Arizona, the Modified Motorcycle Association (MMA) of Arizona, and the Arizona Confederation of Motorcycle Clubs (ACMC) were recently successful in lobbying to end emission tests for motorcycles in Pima County. The Kentucky Motorcycle Association (KMA/KBA) successfully removed motorcycles from their state's emissions testing several years ago.

VIRGINIANS FACE THREAT OF

\$3,000 TICKET: Virginia is for lovers, or so the state slogan has declared since 1969. Starting July 1, Virginia also will be the home of the \$3,000 traffic ticket. In an effort to raise money for road projects, the state will start hitting residents who commit serious traffic offenses with huge civil penalties.

Exorbitant fees range from \$750 to \$3,000 and will be added to existing fines and court costs. For example, the civil penalty for going 20 mph over the speed limit will be \$1,050, plus \$61 in court costs and a fine that is typically about \$200.

Virginia's new traffic penalties are expected to raise \$65 million a year and are part of an effort to improve the state's roads without raising taxes. Some other states impose extra civil penalties for traffic offenses, but the cost is usually \$100 or \$200.

The Civil penalties will only apply to Virginia residents only, not out-of-state drivers, because the state Legislature didn't think it could enforce the extra penalties in other states.

CHARLESTON PARKING GARAGES

BAN BIKES: A new ordinance prohibits motorcycle parking in all eleven city parking garages operated by Republic Parking System in Charleston, South Carolina, severely limiting downtown parking available for motorcyclists.

"The new policy is in response to the increased liability that the city faces with motorcycles not always being detected on the loops and the potential of the gate coming down and injuring the rider," states a notice which forbids motorcycles from entering the facility, a violation now punishable with a fine.

Citing motorcyclists' contribution to alleviating traffic and parking congestion and their low fuel consumption, "Fast Fred" Ruddock, state coordinator of ABATE of South Carolina, compares the discrimination against the riding minority to the Jim Crow laws of the segregation era. "The Civil Rights Act of 1964 prohibits discrimination in public facilities," Ruddock told the Charleston City Paper. "All new traffic sensors installed by SCDOT now detect motor-

cycles, so the weak excuse given in the notice holds no water."

He's contacted Beaufort-based attorney John Daus, a lawyer for Aid to Injured Motorcyclists (AIM). "Motorcyclists have the same rights and responsibilities as an auto car or pickup truck under South Carolina law," said Daus, who is currently formulating a letter to the city in hopes that they'll resolve the issue out of court.

If letters and discussion aren't enough, Ruddock hasn't ruled out a lawsuit or civil disobedience. Charleston's public garages were built to accommodate motorcycles, and Ruddock says he'll gladly collect a few parking tickets to challenge the rule forcing them out.

"The parking garages' fears seem somewhat unfounded," says California attorney Richard Lester, founder of the nationwide AIM program and the National Coalition of Motorcyclists (NCOM) a biker advocacy group. He says that whiplash is the worst injury that's been reported to AIM from a falling gate. "Not allowing them in there seems a lot



Welcome to Vung Tau flowers on the go.

worse than any injury that could possibly come from it."

WEIRD NEWS: AUSSIE POLICE ACCUSE CHARITIES OF MAKING BIKERS LOOK GOOD:

The Queensland Police Minister Judy Spence has accused hospitals and charities of giving "bikie gangs" a "vencer of respectability" by accepting their donations from charity runs. "She brands all motorcycle clubs as outlaw groups," read the article.

The Australian Motorcycle Rider Association responded by commenting that not all club riders were in criminal gangs and should not be painted with that brush.

— Bill Bisb, NCOM

Grassroots Effort

IMMIGRATION REFORM AND MOTORCYCLING?

After six intense weeks of negotiations, parliamentary maneuvering and White House entreaties, the Senate rejected President Bush's vision of an immigration overhaul, likely killing the legislation until after the 2008 elections. This was because of what's called grassroots efforts by American citizens who tied up several Senate offices phone lines wanting S 1639 to die. And it worked!

Jeff Hennie, the MRFs Vice-President of Government Relations stated it best by saying, "No matter what side of the fence you're on (no pun intended) when it comes to immigration policy you must admire one thing, the grassroots efforts of those impacted by the proposed reform. Considering just how desperately we need some sort of reliable, workable immigration policy, the grassroots efforts stopped what would have changed the lives of millions of people. My point is this, if a small group of Americans decide that the Congress is going in the wrong direction, pull them back and change the direction of the United States government. We as active motorcyclists can forget this from time to time. So, remember, it's all about staying educated and motivated in order to agitate."

—Twigg

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256-229-9609
877-487-9985

Biker Shack 411, LLC
8666 US Hwy 411 - Centre
256-475-3384

CALIFORNIA

Bartels' H-D
4141 Lincoln Blvd
Marina del Rey
310-823-1112

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

Temecula Valley Choppers
28860 Old Town Front St.
Temecula
951-693-5200

COLORADO

Thunder Mountain H-D
4250 Byrd Dr. - Loveland
970-493-3137

FLORIDA

Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

ILLINOIS

Heritage Harley
2595 Ogden Rd. - Lisle
630-420-1942

MASSACHUSETTS

Shovelhead's Motorcycle Parts & Services
104 Richards Av. - N. Attleboro
508-695-0111

Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-1025

MICHIGAN

Bubba's Tri-City Cycle
804 S. Huron - Linwood
989-697-5525

MISSOURI

Steele Thunder Custom Cycles
152 York Dr. - Marshfield
866-889-7828

NEBRASKA

Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEW JERSEY

Kosco H-D
1149 State Route 23 - Kinnelon
973-838-8800

NEVADA

Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

NEW YORK

Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-229-1177

NORTH CAROLINA

Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

OHIO

Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

TENNESSEE

Whittaker Motorcycle Sales
5278 Hwy 45 South - Selmer
731-645-9520

TEXAS

Stokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

VIRGINIA

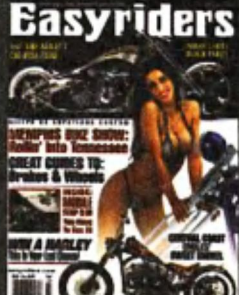
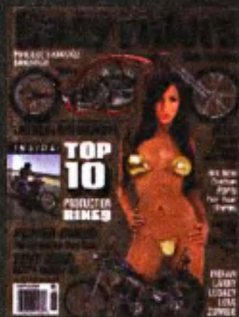
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Happenings

ALABAMA

AHRMA Barber
Vintage Festival
Date: Oct. 20-21
Place: Birmingham
Info: www.ahrma.org

Bama Bike Fest
Date: Oct. 25-28
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

6th Annual Angel Ride
Date: Nov. 3
Place: Tanger Outlet
Center Foley
Info: 251-945-7775
www.angel-ride.com

Children's Home
Toy Ride
Date: Nov. 3
Place: 1st Methodist
Church, Millbrook
Info: 334-590-6700

ARIZONA

Southern Arizona
Biker Rodeo
Date: Oct. 19-20
Place: Benson
Info: 520-249-9299
www.sahr.org

Hideaway 9 Year
Anniversary Party
Date: Oct. 20-21
Place: The Hideaway
Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

Thanksgiving Potluck
Date: Nov. 22
Place: The Hideaway
Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

26th Annual Toy Parade
Date: Dec. 8-9
Place: Sun Riders MC,
Tucson
Info: sunridersmc.com

ARKANSAS

Changing of the
Colors Rally
Date: Oct. 17-21
Place: Iron Mountain,
Hatfield
Info: www.cmausa.org

ABATE D-26 Annual
Haunted House
Date: Oct. 26-27
Perryville Fairgrounds
Info: arkansasabate.org

Drifters Haunted House
Date: Oct. 26-27

Place: Little Rock
Info: 501-888-7801

Hot Springs Toy Run
Date: Nov. 1
Hot Springs
Info: 501-939-2067

Rolling Thunder,
Feed the Vets
Date: Nov. 4
Place: Fort Roots,
North Little Rock
Info: 501-305-4845

23rd Annual Toy Run
Date: Nov. 17
Place: H-D of Jonesboro
Info: 870-238-9360

Flame Riders Toy Run
Date: Nov. 24
Place: Backyard
Antiques, Clinton
Info: 501-884-6396

South East Toy Run
Date: Nov. 24
Place: Crossett
Info: 870-364-5563

Boozefighters Toy Run
Date: Nov. 24
Place: Russellville
Info: 479-747-8088

Rodney's Toy Run
Date: Dec. 1
Place: Rodney's Cycle
Shop, Little Rock
Info: 501-796-7070

ABATE Toy Run
Date: Dec. 2
Place: Siloam Springs
to Rogers
Info: 479-443-6567

Conway Toy Run
Date: Dec. 15
Place: Pawnbusters,
Conway
Info: 501-908-6644

CALIFORNIA

21st Sonora Toy Run
Date: Oct. 20
Place: Jamestown H-D
Info: 209-694-0370

Nor-Cal Cycle Swap Meet
Date: Oct. 21
Place: Solano
Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

Ride For Kids
Date: Oct. 21
Place: San Diego
Info: 800-253-6530
www.ride4kids.org

2nd Annual Halloween
Trick or Treat Run
Date: Oct. 21
Place: ABATE Local 8
Info: local8.abate.org

36th Anniversary Griffith
Park Sidecar Rally
Date: Oct. 28
Place: Griffith Park
Info: 818-780-5542
www.sidestrider.com

Cycle Show and
Swap Meet
Date: Oct. 28
Place: Vet's Stadium,
Long Beach
Info: 714-557-1846
www.toppingevents.com

Thunder in the House
Date: Oct. 28
Place: Casa Colina,
Pomona
Info: 909-596-7733
www.casacolina.org

AHDRA Drags
Date: Nov. 9-10
Place: Pomona
Info: 336-924-2095
www.ahdra.com

California Bike Week
Date: Nov. 9-11
Place: Fairplex, Pomona
Info: www.calweek.com

Food and Toy Drive
Date: Nov. 10
Place: Sacramento/
El-Dorado County
Info: www.boozefighters21.com

Love Ride 24
Date: Nov. 11
Place: Fairplex, Pomona
Info: 818-246-5618
www.loveride.org

11th Annual Toy Run
Date: Nov. 11
Place: The Cactus Inn
Info: 661-947-3734
www.alleygl.org

Nor-Cal Cycle Swap Meet
Date: Nov. 18
Place: Solano
Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

4th Ironworkers Toy Run
Date: Nov. 18
City of Industry
Info: 310-505-8510

31st Annual
MMA Toy Run

Date: Nov. 25
Place: Sacramento
Info: www.mma-ca.org

17th Annual Toy Run
Date: Dec. 2
Place: Ontario
Info: www.abateofcalocal19.org

Cycle Show & Swap Meet
Date: Dec. 2
Place: Vet's Stadium,
Long Beach
Info: 714-557-1846
www.toppingevents.com

David Mann Chopper Fest
Date: Dec. 9
Place: Ventura
Fairgrounds
Info: 805-650-6777
www.chopperfestival.com

20th Annual Skid Row
Toy Ride
Date: Dec. 9
Place: H-D, Glendale
Info: 800-866-6601
www.glendaleharley.com

22nd Annual Tijuana
Toy Run
Date: Dec. 9
Place: Sweetwater H-D,
National City
Info: 619-420-7000
sweetwaterharley.com

DELAWARE

5th Annual Billy Bob
Biker Bash
Date: Oct. 20
Place: Billy Bob's Bike
Barn, Milford
Info: 302-684-5800
thebillybobbash.com

301 Cycle Swap Meet
Date: Nov. 11
Place: Middletown
Info: 302-376-5115
www.301cycle.com

FLORIDA

Swap Meet
Date: Oct. 15-21
Place: Samsula
Info: 270-428-2004
moonscyclerepair.com

Biketoberfest
Date: Oct. 18-21
Place: Daytona Beach
Info: 866-296-8970
www.biketoberfest.org

State HOG Rally
Date: Oct. 25-27
Place: Cocoa Beach
Info: 352-383-8673
www.flstatehogrally.com

Roscoe's Chili Challenge
Date: Nov. 2-4
Place: Lakeland
Info: 863-858-6249
www.roscoeschilichallenge.com

Hogs On The High
Seas Rally
Date: Nov. 4-11
Place: Cape Canaveral
Info: 800-444-8795
www.hogsonthehighseas.com

Ride For Kids
Date: Nov. 4
Place: Sarasota
Info: 800-253-6530
www.ride4kids.org

Great Teddy Bear Run
Date: Nov. 11
Place: University Park
Info: 941-951-7005
www.rossiterharleydavidson.com

Freedom Ride and Rodeo
Date: Nov. 11
Place: Planet Hollywood,
Orlando
Info: 321-251-7925
www.freedomride.com/
rideandrodeo/

GEORGIA

Angel City Rally
Date: Oct. 19-22
Place: Unadilla
Info: 800-433-7191
www.angelcityrally.com

3rd Annual Big Billy
Memorial Party
Date: Oct. 19-20
Place: Wingmen MC
Clubhouse, Ludowici
Info: 912-545-3304

4th Annual Wingmen MC
Helping Hands Parade
Date: Nov. 3
Place: Fred's, Rincon
Info: 912-754-9339

Bike Show & Swap Meet
Date: Nov. 4
Place: Atlanta
Expo Center
Info: 302-376-5115
www.abatega.org

Veteran's Weekend
Date: Nov. 10-11
Place: Tom's Place,
Cartersville
Info: 770-386-7755

Inaugural Food Drive
Date: Nov. 17
Place: Wingmen MC

Clubhouse, Ludowici
Info: 912-545-3304

17th Annual Toy Run
Date: Dec. 1
Place: Armstrong
College, Savannah
Info: 912-233-3535

17th Annual Conyers
Toy Run
Date: Dec. 1
Place: Conyers
Info: 770-787-2868

HAWAII

2nd CVMAHI Annual
Skivvies for Our Vets
Date: Dec. 9
Place: Kapolei Theaters
Info: 808 256-0007
www.hicombatvet.org

IDAHO

HooDoo Community
Blood Drive
Date: Nov. 10
Place: Spirit Lake VFW
Info: 208-623-2211

ILLINOIS

ABATE Pumpkin Run
Date: Oct. 20
Place: Just-One-More,
Decatur
Info: www.abate-il.org

13th Halloweenie Roast,
Date: Oct. 27
Place: Galesburg
Info: www.centralilabate.org

27th Annual Polar
Bear Toy Run
Date: Nov. 3
Place: Monmouth to
Galesburg
Info: www.centralilabate.org

Turkey Trot
Date: Nov. 17
Place: Embarras Valley
ABATE
Info: 217-627-2303
www.abate-il.org

IOWA

Toy Run
Date: Oct. 20
Place: Eagles, Red Oak
Info: www.abateiowa.org

Halloween Bus Ride
Date: Oct. 27
Place: Twisted Parrot
Lounge, Windsor Heights
Info: www.abateiowa.org

ABATE Halloween Party
Date: Oct. 27

Place: Dennis Weber's
Garage, Boone
Info: www.abateiowa.org

Halloween Parade
Date: Oct. 31
Place: ABATE 15
Info: www.abateiowa.org

Harvest Ride Fun Run
Date: Nov. 3
Place: ABATE 15
Info: www.abateiowa.org

IOWA S.T.E.A.M.
Date: Nov. 9-11
Place: Newton Inn,
Newton
Info: www.abateiowa.org

Chili Cook Off
Date: Nov. 17
Place: ABATE D-4,
American Cycle, Grimes
Info: www.abateiowa.org

LOUISIANA
Ride For Kids
Date: Oct. 21
Place: Lafayette
Info: 800-253-6530
www.ride4kids.org

Hospice 100
Date: Nov. 3
Place: Denham Springs
Info: 225-791-7775

Veteran's Weekend
Biker Party
Date: Nov. 9-11
Place: Ringgold
Info: 866-856-3321

Annual Motorcyclists
for Kids Run
Date: Nov. 17
Place: Monroe
Info: www.abate-
oflouisiana.org

26th Annual Toy Run
Date: Dec. 9
Place: New Orleans Area
Info: 888-892-2669;
985-419-2890

MARYLAND
Kennedy Krieger Toy Run
Date: Oct. 21
Place: H-D Baltimore
Info: 410-477-2097

Halloween Party and
Poker Run
Date: Oct. 27-28
Place: Carroll County
Info: www.abate-of-
maryland.org

Bikers With Heart
Toy Run V

Date: Nov. 3
Place: Ft. Washington
Info: 301-893-2900
fireuphundrout.com

MICHIGAN
Giant M/C Swap Meet
Date: Oct. 28
Place: State Fairgrounds,
Detroit.
Info: 800-968-4242
motorcycleswap.com

Giant Motorcycle
Swap Meet
Date: Nov. 4
Place: Birch Run Expo.
Info: 800-968-4242
motorcycleswap.com

ABATE 5 Christmas Party
Date: Dec. 9
Place: Landmark Bar
Info: 231-689-0774

MISSISSIPPI
23th Annual Toys For
Tots M/C Run
Date: Nov. 25
Place: Cycle Barn,
Waveland.
Info: 228-392-1801
www.asgardmc.com

MISSOURI
Hallows Ride Poker Toy
Run & Bike Rally
Date: Oct. 27
Place: Westwood
Billiards, Poplar Bluff
Info: 573-686-4880

11th Annual
Halloween Bash
Date: Oct. 27
Place: Ft. Wood
Shrine Club
Info: 573-337-0088;
537-774-5454

17th Annual Branson
Toy Run
Date: Nov. 4
Place: FORR, Lodge of
the Ozarks, Branson
Info: 417-334-0775

M/C Swap Meet
Date: Nov. 11
Place: Fairgrounds,
Sedalia
Info: 816-456-4415
www.jswapmeet.com

NEBRASKA
Toy Run
Date: Nov. 10
Place: ABATE 13
Info: 308-632-7034

NEVADA
5th Annual Run to Fun

Date: Oct. 18-20
Place: Laughlin
Info: 702-298-2535
www.riversideresort.com

Beatty Days Celebration
Date: Oct. 26-28
Place: Beatty
Info: 775-553-2424
www.beattynevada.org

NEW MEXICO
15th Annual Rio Rancho
Toy Run
Date: Nov. 18
Place: Rio Rancho
Info: 505-604-4326
www.rioranchotoyrun.org

NEW YORK
BACA Toy/Poker Run
Date: Nov. 12
Place: Renegade Classics,
Deer Park
Info: www.bacausa.com

Annual Christmas Benefit
Party
Date: Nov. 24
Place: Ontario County
ABATE, Phelps American
Legion
Info: www.abateny.org

NORTH CAROLINA
Red Springs Toy Run
Date: Nov. 10
Place: Red Springs
Info: 910-843-9991

OHIO
14th Annual Fall Swap
Meet
Date: Nov. 11
Place: Yankee Lake
Ballroom, Brookfield
Info: 724-588-4559
www.yankeelakeswap-
meet.com

OKLAHOMA
6th Annual Toy Run
Date: Nov. 3
Place: Big Cabin, Vinita
Info: 918-864-1300

M/C Swap Meet
Date: Nov. 4
Place: Claremore Expo
Info: 816-456-4415
www.jswapmeet.com

M/C Swap Meet
Date: Dec. 2
Place: State Fair Park,
Oklahoma City
Info: 816-456-4415
www.jswapmeet.com

28th Annual Tulsa
Motorcycle Toy Run
Date: Dec. 9

Place: Tulsa ABATE
Info: tulok.com/abate

OREGON
ABATE Halloween Party
Date: Oct. 27
Place: Columbia
River Chapter
Info: 503-933-4986

Waco Toy Run
Date: Nov. 17
Place: Washington
County ABATE
Info: 503-628-5445

Shriner Toy Run
Date: Dec. 1
Place: Portland
Info: abateoforegon.net

Toy Run
Date: Dec. 9
Place: Salem
Info: 503-791-1640
www.abateoforegon.net

PENNSYLVANIA
27th Annual for
the Kids Toy Run
Date: Nov. 4
Place: Children's
Hospital, Philadelphia
Info: 610-636-6315
www.delawarevalley
abate.org

Toy Run
Date: Nov. 18
Place: Classic H-D,
Bern Township
Info: 610-916-7777

SOUTH CAROLINA
1st Annual Ride To
Save a Greyhound
Date: Nov. 4
Place: Jack's Custom
Cycles, Lexington
Info: 803-359-0889

27th Annual Anderson
Toy Parade
Date: Nov. 25
Place: Anderson
Info: 225-7856

TENNESSEE
Veteran's Thunder VII
Date: Oct. 20
Place: Memphis
Info: 901-372-1121
rollingthundertn.com

16th Toys For Tots
Date: Nov. 4
Place: Sevierville
Info: 865-389-5957;
865-850-2110

TEXAS
Historic Fire House Run

Date: Oct. 19-21
Place: Lampasas
Info: 512-556-5172
lampasaschamber.org

Bad 2 Da Bone
Bike Rally
Date: Oct. 25
Place: Point Blank
Info: 713-927-7265
www.bad2dabone
bikerrally.com

Lone Star Rally
Date: Nov. 1-4
Place: Galveston
Info: 281-855-4494
www.lonestarrally.com

Iron Angels
Date: Nov. 9-11
Place: TVE Fairgrounds,
Liberty
Info: 936-334-0558
bikerralliesoftexas.com

UTAH
Toy Run
Date: Oct. 21
Place: Weber Chapter
ABATE
Info: 801-627-1117

Halloween Party
Date: Oct. 27
Place: Davis Chapter
ABATE
Info: 801-627-1117

Toy Run
Date: Nov. 10
Place: Central Chapter
ABATE
Info: 801-627-1117

Meeting and Auction &
Fundraiser
Date: Nov. 11
Place: Salt Lake City
Chapter ABATE
Info: 801-627-1117

Xmas Party
Date: Dec. 6
Place: Northern Chapter
ABATE
Info: 801-627-1117

Doty Stein Ride
Date: Dec. 6
Place: Weber Chapter
ABATE
Info: 801-627-1117

Sub "4" Santa Ride
Date: Dec. 9

Place: Salt Lake City
Chapter ABATE
Info: 801-627-1117

Xmas Party
Date: Dec. 9
Place: Davis Chapter
ABATE
Info: 801-627-1117

Xmas Party
Date: Dec. 15
Place: Weber and Central
Chapters ABATE
Info: 801-627-1117

VIRGINIA
Valley Thunder XV
Date: Oct. 15
Place: Staunton
Info: 540-213-7433
www.shenandoahhd.com

5th Annual Virginia
Fall Classic
Date: Oct. 26
Place: Newport News
Info: vafallclassic.org

25th Annual Children's
Hospital Teddy Bear Run
Date: Nov. 3
Place: Chesterfield Towne
Center, Richmond
Info: 804-379-3059
www.blueknightsvalii.org

WASHINGTON
Tattered Flag Run
Date: Nov. 10
Place: Tacoma
Chapter ABATE
Info: www.abate-wa.org

Olympia Toy Run
Date: Dec. 1
Place: South Sound
Center, Lacey
Info: www.olytoyrun.com

28th Annual Toy Run
Date: Dec. 8
Place: Tacoma
Info: www.abate-wa.org

CANADA
Demo Day & HOG BBQ
Date: Oct. 20
Place: Trev Deeley H-D
Vancouver, BC
Info: 604-291-BIKE

Fraser Valley Toy Run
Date: Oct. 21
Place: Langley, BC
Info: 604-580-0111

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyrider.com

National Law Chart

Neither Easyriders, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	Lane Splitting	Handlebar Height
Alabama	r	a		17	c	c			r			p	34
Alaska	4		15	17	c	c		p	r	r-28		p	34
Arizona	4	a,12	14	17	c	c			r	r-29		p	34
Arkansas	6		r	r, 17	c	c			r	r			33
California	r	a, 6, 12		17, 21	c	c		25	r	r-28		33	39
Colorado		a,12	r	17	c	c			r	r-28		33	39
Connecticut	4, 9	a, 4, 12	14	17, 22	c	c			r	r-28		p	
Delaware	1, 2, 5, 9	a, 4, 12, 13	r	17	c	c			r	r		33	34
Florida	32	a, 6, 12, 13	r	r, 17	c	c			r			p	36
Georgia	r	a, 12, 13	14	r, 17	c	c		26	r			p	
Hawaii	1, 4	a, 12	14		c	c	24		r	r		p	34
Idaho	4	a, 6		17	c	c						33	
Illinois		a, 4, 12, 13	14	r, 17	c	c			r			33	37
Indiana	4, 9	a, 12	4	17, 18	c	c						p	
Iowa		a, 4, 12		17, 20	c	c			r			p	
Kansas	4	a, 12	14	21	c	c			r (left)	r-28		p	37
Kentucky	3, 6, 9	a, 12	r		c	c			r	29		33	
Louisiana	r	a, 12	14	17	c	c			r (left)	r		p	34
Maine	7	a, 12, 13		r	c	c			r	r		p	37
Maryland	r, 1	a, 4, 12, 13	14		c	c		25	r	30		p	34
Massachusetts	r	a, 12	14	17	c	c		p	r	r		p	34
Michigan	r	a, 4, 12	14, 16	17	c	c			r	r-28		p	34
Minnesota	4, 9	a, 4, 12	r	r, 17	c	c		25	r	r-28		p	
Mississippi	r									r		33	41
Missouri	r	a, 12		17						r		33	34
Montana	4	a, 12		r, 17	c	c			r			p	
Nebraska	r	a, 12, 13		17	c	c						p	42
Nevada	r	a, 12	14	17	c	c			r			p	37
New Hampshire	4	a, 12	14	17	c	c			r	r		p	
New Jersey	r, 1	a	9a	17	c	c			r	r		33	37
New Mexico	1, 4	a, 4, 12, 13	14	17	c	c			r	r-28		33	
New York	r, 1		r	r, 17	c	c		25	r	r		p	37
North Carolina	r	a		r, 17	c	c			r	r		p	
North Dakota	1, 4	a, 10		17	c	c			r			p	34
Ohio	3, 4, 9	a, 4, 12	14	17	c	c			r	r, 28		33	34
Oklahoma	4		14	r, 17	c	c						33	40
Oregon	r	a, 12		r, 17	c	c			r	r, 28		p	
Pennsylvania	6	a, 12, 13	r	r, 17	c	c		26	19	r		p	
Rhode Island	3, 6, 8	a, 11, 12, 13	r		c	c		p	r	r		p	34
South Carolina	1, 6		14	r, 17	c	c			r	r		p	
South Dakota	4	a, 12, 13	14	17	c	c			r			p	34
Tennessee	r	a, 12	14	r, 17	c	c			r			p	
Texas	31	r, 4	17a		c				r	r		33	34
Utah	4	a, 12		17	c	c			r	r		p	38
Vermont	r, 1	a, 12	14	17	c	c			r	r		p	34
Virginia	r	a, 12	14	17	c	c			r	r	p	p	
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		p	35
West Virginia	r, 1	a, 12, 13	r	r	c	c			r	r		33	34
Wisconsin	4, 9	a, 4, 12	15	r, 17	c	c			r	r, 28		p	35
Wyoming	4	a		r, 17	c	c			r			p	37
Wash. D.C.	r		14	17	c	c			r	r	p	p	34

LEGEND:

✓ In effect on designated rural interstate highways

r Required by law
a Available for all eligible applicants

p Prohibited
c Required if carrying a passenger

1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time applicants

12 May waive skills test for successful completion of rider education

13 May waive knowledge test for successful completion of rider education

14 Required by law unless equipped with windscreen

15 Required unless equipped with windscreen that is 15 inches above handlebars

16 Required at speeds over 35 mph

17 Modulating headlight permitted

18 Required for vehicles manufactured after 1/1/56

19 Required for vehicles manufactured after 1/1/75

20 Required for vehicles manufactured after 4/1/77

21 Required for vehicles mfg'd during or after 1978

22 Required for vehicles mfg'd during or after 1980

23 Prohibits passengers under age 5

24 Prohibits passengers under age 7

25 Single earphone only

26 To be used for communication purposes only

27 Required by inspection regulations

28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.

32 Not required over 21 with a minimum of \$10,000 in medical insurance.

33 Not referenced in Admin. Code or Statutes

34 Maximum of 15" Above Seat

35 Maximum of 30" Above Seat

36 Top of Shoulders

37 Grips Below Shoulder Height

38 Handgrips Below Shoulder Height - Maximum Of 15"

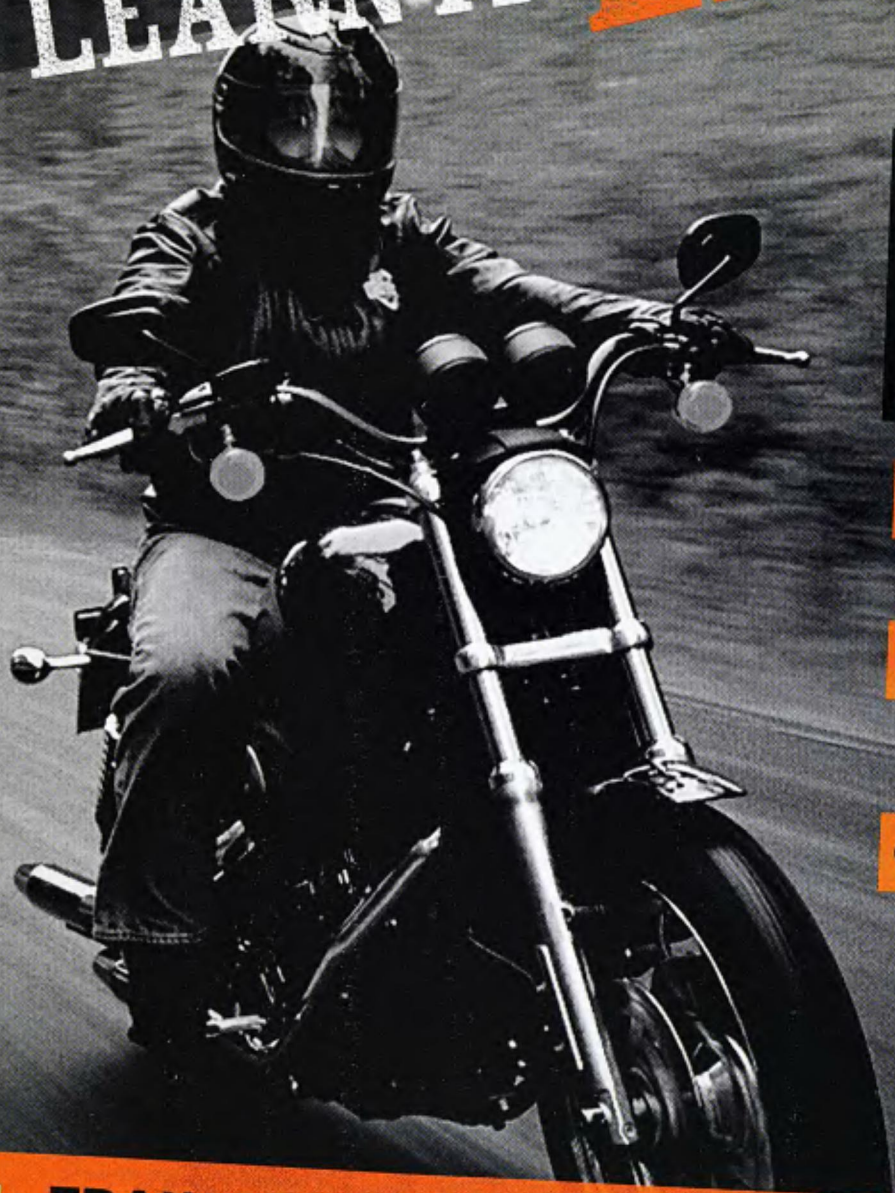
39 Maximum 6" Above Shoulder Seated

40 No Higher Than Eye Level of The Operator

41 Maximum of 10" Above Fasten Point

42 Maximum of 15" Above Fasten Point

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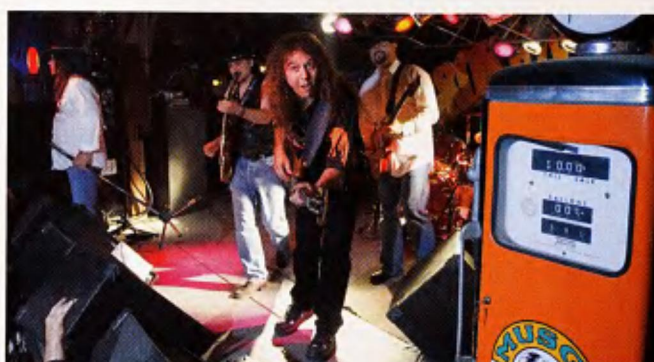
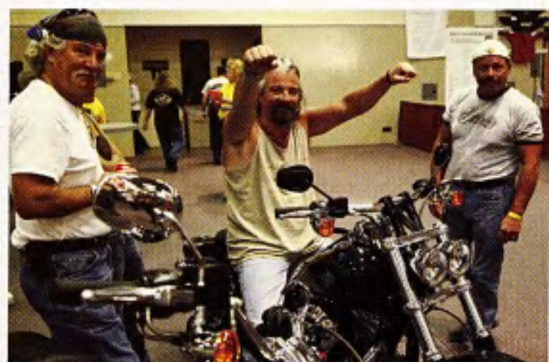
The old saying, "less is more" proved true at this year's Sturgis Rally. While there appeared to be fewer bikers than in past years, there was more to do than ever before. Lighter attendance gave the Rally in South Dakota a friendlier feeling and more laid back atmosphere.

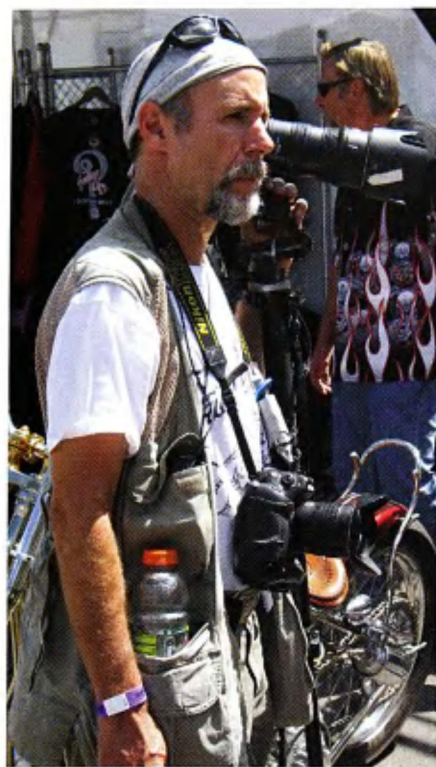




Why was attendance down this year? To understand, we have to look back a couple of years when America caught chopper fever thanks, in part, to those custom bike TV shows that littered the airwaves. As interest in choppers peaked, attendance at bike runs and rallies soared and event promoters and the motorcycle aftermarket quickly ramped up to keep up with the needs of all the new motorcycle enthusiasts. But the TV industry is a fickle mistress, using up and burning out on the latest trends. Just as suddenly as the chopper faucet was turned on full blast, it was snapped shut and the mesmerized masses turned their attention to other fare, such as the jail-time exploits of Paris Hilton.

Those who once desired a fat rear tire chopper had either taken out a home equity loan or went for five to 10-year bike loans to buy their dream bike. As value on their chopper dropped, they soon found themselves upside down on the long-term loan and had to keep





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the bike rather than trade it in. Dealerships were soon packed with left over chopper models as manufacturers kept pouring new bikes onto the showroom and expensive flooring fees were killing the dealerships. In the meantime, riders'

attention turned to bikes they could take on long trips and the industry's focus turned from choppers to baggers.

As the aftermarket continued to grow, new vendor venues popped up in Sturgis to show off new products, parts and

bikes, such as the Legend Top 50 lot, Black Hills Harley-Davidson, and Thunder Road. At the same time, promoters built new lodgings, entertainment, restaurant and bar facilities such as the Full Throttle Saloon, Jay Allen's massive Sturgis County Line and The Boneyard Bar.

This August the Sturgis Rally was revved up for the biggest biker gathering of all time at the same time that American consumer confidence fell to an all time low and gas prices soared to over \$3 a gallon. With many bike enthusiasts trailering their bikes to Sturgis behind big gas-guzzling SUVs, trucks and busses, just getting to the Rally cost a small fortune. Bikers were counting their pennies and deciding whether to go to Sturgis or save up for Harley's 105th Anniversary celebration in Milwaukee in August of 2008.

All this contributed to the fact that fewer riders attended the Sturgis Rally in 2007. However, those who made the trip were in for a great time and few could remember a better Rally. There is nothing like riding through the Black Hills. It borders on being a mystical experience for many. The Sturgis Rally offers a true homecoming for bikers where you can meet up with old friends and share a cold beer with new ones.

Highlights of this year's Rally included the Builder's Breakfast on Tuesday, August 7 at the Broken Spoke Saloon. Event-goers could meet over two dozen of the world's top bike builders, as well as participate in a live auction benefiting the Make-a-Wish Foundation. Tuesday

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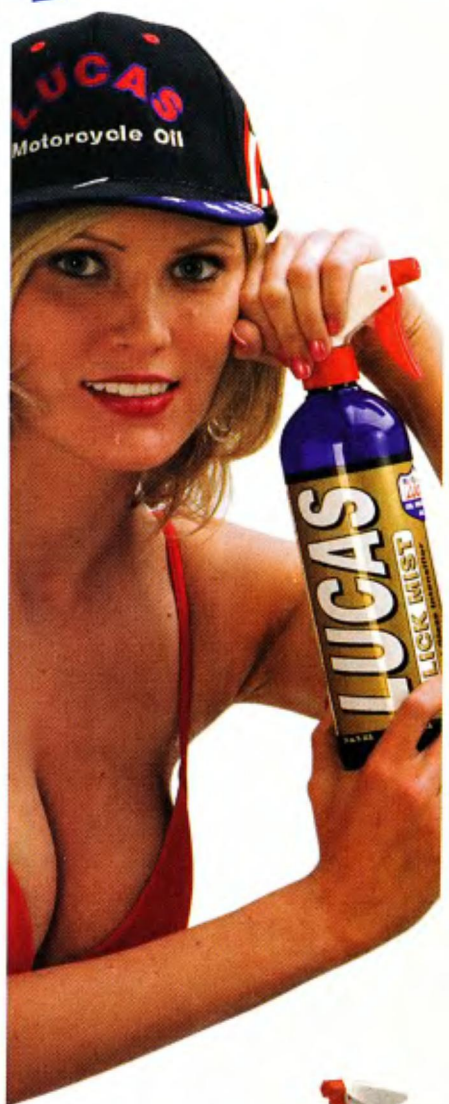
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also offered the Metzeler Bike Show and Michael Lichter's *One World Chopper* exhibition inside the mighty Thunder Road tent. Two-wheeled celebrity seekers could shake hands with "The Pauls" of Orange County Choppers at Thunder Road and also walk across the street to get an autograph from Jesse James at The Full Throttle Saloon.

Locals and visiting riders alike got an earful of live concerts at Sturgis County Line, The Buffalo Chip and Glencoe by such legendary musicians as ZZ Top, Joan Jett, Poison, Eddie Money, Kenny Wayne Shepherd, Jimmy Van Zant, Ratt and many more. The best sound by the pound for our dollar is still provided by The Fried Brothers Band over at the Busted Knuckle.



If racing is your thing, you couldn't beat the hill-climbs and dirt track put on by the Jackpine Gypsies. They started this whole Rally and Races many moons ago and still host the best tire-spinnin' action. There were more custom bike shows at Sturgis this year than ever. We missed the old *Biker/Penthouse* Show (gone the way of the dinosaur), but Thunder Road presented the Metzeler Bike Show, Sculptures in Steel, the return of the Rat's Hole Show, and even a Trike Wars Show for three-wheeled fanatics. Add the AMD Show on Lazelle, the Black Hills H-D Show, and the Top 50 Show at the Legend lot and you had more bikes to ogle than you could shake a camera at.

The best party at the Rally? Every night was a party over at the Grease Monkey Mayhem lot on 8th and Lazelle. If you can't have a kickass time with the boys and girls from PCC, Indian Larry Legacy, Bling's Cycle, Tarrera, Choppers Inc., Hippodrome Studio, P.B. Choppers and Bill Wall Leathers, well... you must be missing a pulse.

Bottom line, there were still a ton of people in Sturgis this year for the Rally, hundreds of thousands of 'em, many of whom had no idea how to ride a motorcycle. Even with the crazy first-time riders and 100 degree temperatures, the Sturgis Rally is still the best and most fun motorcycle event in this country, hell, maybe the world.

It's true that the city sold fewer T-shirts and vendors sold fewer gee-gaws than in years past, but the average rider attending Sturgis found that fewer bikers meant more fun. The fact that there were fewer bikers made it easier to get around in traffic or find a place to park or get a beer.

Watching the sun set over those mystical Black Hills is an experience like no other. Nothing else feels like Sturgis.

—Phantom Dave



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ROAD TOADS

When you're out there puttin' on your Hog, there's a whole bunch of animals ya gotta watch out for. There are dogs, of course, and if you're out in the country, the occasional cow or even deer. Back in town one of the most dangerous animals you're liable to have trouble with is the out-of-control rugrat. He doesn't watch out for cages, much less scoots. But of all the animals that ya either might run into, or get bitten by, the most dangerous by far is the road toad.

What is a road toad? It's an animal that inhabits the streets and highways of the United States, comes in a variety of colors and sizes, and has different habits, depending on how old it is and what sex it happens to be.

One of the most common and dangerous of the road toads is the short-with-hat-and-cigar Cadillac road toad. It is almost always seen from behind, and is easy to recognize. To start with, the SWHC Cadillac road toad apparently has no head. Instead, just over the full-width bench seat back, you will see a gray or black hat bobbin' up and down in the left side of the seat. Another identifying feature of this kind of road toad is the eight-inch long, one-inch in diameter cigar that periodically appears out of the left side window, scatterin' two inches of ashes into both your carburetor and your eyes. This type of road toad is always found doin' 45 in the fast lane, and it usually has trouble keepin' the right-side wheels in one lane, making passing a maybe-you-will, maybe-you-won't proposition.

After (and if) you get by the SWHC Cadillac road toad, you might have the bad luck to run into the female of the species. Quite often the elderly female Cadillac road toad will also be wearing a hat, and you probably won't be able to see a head under it, just as with the male; but there are certain differences that clearly distinguish the female from the male. Instead of being gray or black, the hat will probably be covered with flowers, and there's a chance that under it you might spot some hair that's the same shade of blue as your exhaust pipe where it comes out of your back cylinder.

The female of the species also has a different way of moving down the road. Whenever traffic is heavy, giving no

opportunity for you to get by, her speed will also be about 45. However, as soon as she gets into a clear space her speed will increase to at least 70. She also runs with her left foot resting on the brake pedal, just hard enough to keep her brake lights on all the time, so you have no idea when she's gonna slow down. She'll always slow from 70 to 45 as soon as she gets into a position where you can't pass her. When riding in town, you have to be especially careful around the elderly female road toad, because she's usually either lookin' for a store or has her eyes peeled for a sale. In either case she's liable to slam her brakes on at any moment to check out a store window or an address. At no time does the female road toad ever look into her rearview mirror, so she won't be worried even if there's a diesel truck behind her, and probably won't even notice the bump when something as insignificant (to her) as your motorcycle slides under her rear bumper.

Although she may be somewhat younger than the elderly female road toad, there is one type of road toad species that is even more dangerous: the multiple female road toad. This type of toad is easily identified because it has at least four heads, and careful observation will show you that all of them are talking at once. Because of this, outside distractions, such as traffic signals, screams of anger, and the grinding of metal against the pavement make no impression. Another problem with the multiple female road toad is that it often has no idea of where it is going, and is apt to make sudden turns or stops when it realizes that it is lost. You must use special caution when dealing with multiple female road toads, because there is a sub-species, the young multiple female road toad, which drives no better but can provide you with many interesting hours in the back seat once it notices you alongside it. This younger toad is often turned on by anyone riding a Harley, and you'll only face two dangers from the type. The first is that the critter may be so busy lookin' at you and your scooter that it might run into or over you. The second danger is that if you should happen to run across an exceptionally well-developed multiple female road toad of the younger type, say one with six or more heads, you might

find yourself suffering from terminal exhaustion before you can escape.

Another extremely dangerous type of road toad that you may run across (or that may run across you) is the teenage toad. For some unknown reason, most of these are male, but females of the species have been spotted occasionally. Because of their much better eyesight, the teenage road toad will undoubtedly spot your bike as soon as you get within a block of it, and when you are spotted, you are in immediate danger. The teenage road toad will react to the sight of a Harley in one of two ways. It will either be attracted to the machine like a bee to a flower, feeling an irresistible urge to get a closer look at your sled, or it will feel an overwhelming urge to prove that it is faster than you are. In the first case, you will often find the attraction of the teenage road toad toward your bike will result in either its getting so close that it runs into you, or it will be gazing at your scooter with such adoration that it forgets about other toads, and runs into the back of one of them, scattering parts all over the road in front of you. The convinced-it's-faster-than-you road toad is also very dangerous. The smallest problem you are apt to have with this type is that he will spray you with rubber smoke and black too-rich exhaust smoke when he stands on it. The major problem he sometimes presents is that he often attracts the attention of the black-and-white road toad (more on this critter in a bit).

An extremely dangerous type of road toad is often found in the western and southern United States. This is the pickup road toad, and it, too, is easily identified from the rear because of the bright-red condition of its neck. Students of the various varieties of road toads have speculated that this bright-red condition is not any actual coloring of the road toad, but is an inflammation of the skin caused by the constant backward movement of the head while the pickup road toad slugs down vast quantities of beer, without which it cannot move more than a few blocks. The pickup road toad can easily be confused with his bigger brother, the eighteen-wheeler road toad, simply because almost all pickup road toads feel that they should be eighteen-wheelers, and they drive accordingly, convinced that everyone else will get out of their way. Some pickup road toads that have apparently eaten motorcycles have been spotted and bike remains are seen in the rear of the toad, ready to be shit out. One might think that this type is



extremely dangerous, but the motorcycle-eating pickup road toad is generally less dangerous than its brothers, although the beer consumption is the same and certain (unnamed) controlled substances are often smoked, snorted, or rubbed in the belly by this type, making its behavior erratic. The two primary dangers from the pickup road toad are bits and pieces (especially empty beer cans) falling from it or blowing out of the flat section at the back of the toad, and the occasional full-fledged red-necked pickup road toad, which can be spotted by the guns inside the back window. Remember what happened at the end of the film *Easy Rider*, and beware the full-fledged redneck pickup road toad.

One of the most dangerous of these creatures is the black-and-white road toad. This variety is often found lurking in dark places and on freeway ramps, waiting for its prey—and the biker is a delicacy that it will go to any lengths to capture. When spotted (usually too late), the black-and-white road toad is identified by its siren-like cry, flashing lights, and a sound it makes just as it pounces: "All right, spread 'em, asshole."

Unfortunately, it is becoming almost impossible to avoid the many new varieties of road toads found today. Of all the new species recently discovered, the most dangerous to bikers is without a doubt the seemingly one-armed, cell-phonetic-highwayipus-yackoddicus. It can not see you or hear you because it is concentrating on several conversations going on inside its head all at the same time. Even loud pipes won't save you from this mindless beast. So beware, brothers and sisters. You have been warned.

—Snooze

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The Dyna Fat Bob in its Road Warrior best. Mohawk haircut, eyepatch, torn leathers and feathers are optional.

THREE NEW MODELS • OPTIONAL ABS ON BAGGERS AND V-RODS • 14 MODELS AVAILABLE WITH 105TH ANNIVERSARY TRIM

Harley-Davidson Shakes Things Up For 2008

With grandiose 105th Anniversary celebrations scheduled for the summer of 2008 in Milwaukee, Harley-Davidson wanted to make its '08 new model launch just a little more special. For starters, the company flew representatives of the U.S. press to Baltimore where we got to view the pre-production '08 bikes and take them out for a little shakedown run through the scenic back roads of Maryland and Pennsylvania.

We spent two days sampling the new H-D models, but having to share a relatively small number of motorcycles with dozens of journalists limited our seat time on any particular bike. So rather than bringing you a superficial road test, we will present an overview of what consumers should look forward to in 2008 from Harley-Davidson.

—Ben L.



The more flamboyant Rocker C is the blinged-up version of the Rocker and features an optional, retractable passenger pillion.



The Rocker is a motorcycle designer's dream. Look at these lines. How did they get away with this?

**THE HARLEY-DAVIDSON TRINITY:
Two New Softail Rockers And A Dyna
Fat Bob Are Good News For Riders Who
Like Their Bikes On The Wild Side**

Long gone are the days when the only way to ride a decent customized Harley-Davidson implied that you had to be a grease monkey with fabrication skills or turn to the aftermarket suppliers for performance parts and chromed goodies.

For 2008 Harley-Davidson brings you more road-ready custom bikes than you can swing a wet weasel at. Harley will introduce three radically styled bikes that are designed to seduce and pull in younger buyers: the Dyna Fat Bob, the Rocker, and Rocker C. All three borrow from the custom bike world a number of styling elements such as massive fork tubes, blacked-out chrome, wide rear tires with tire-hugging fenders and of course loads of curb appeal and attitude.

According to Bill Davidson, director of motorcycle product development, "Only Harley-Davidson could style and engineer a motorcycle as visually exciting as the new Rocker." "To offer this level of customization in a reliable, production motorcycle is simply unprecedented. We've also got the Fat Bob taking the Dyna platform in a bold, new

direction. The beautiful copper-and-black 105th Anniversary models are icing on Harley's birthday cake for 2008."

The FXCW Rocker and the FXCW Rocker C feature H-D's Rockertail rear end, a system that mounts a formfitting laminated steel fender directly to the swingarm over a 240mm tire. The result is a reproduction of the authentic lines of a slammed hardtail custom with the

comfortable ride of a modern suspension as the rear wheel and fender move together. The Rocker comes with a solo seat and a monochrome, satin stainless metallic paint scheme. The Rocker C is a chromed-out beauty with the modular Trick seat that conceals a passenger pillion under a solo cushion.

Twin headlights signal the arrival of the new Dyna Fat Bob. This bike is sparse





Deployed, the seat on the Rocker C allows a passenger to come along for short rides.



The Dyna Fat Bob in action is a lot more nimble than it may appear.

on chrome features and has a flat paint scheme available in black or red oxide. It sports a very dark and urban look with Tommy Gun exhaust and a new seat shape and drag bars to put the rider in an aggressive, road-ready position. Other features of the Dyna Fat Bob include: Black fork lowers and handlebar risers, and a new, aggressive tread pattern on 180 mm rear tire and 130 mm front tires. The Fat Bob can be ordered from the factory with a choice of mid-mount or forward foot controls.

We think the Dyna Fat Bob will appeal to both the hot rod enthusiast as well as the younger sportbike crowd.

OPTIONAL ABS BRAKES ON ALL TOURING AND VRSC MODELS

Harley-Davidson will offer a factory-installed, optional anti-lock braking system (ABS) on all 2008 VRSC and Touring models. This ABS works in conjunction with the Brembo-designed disc brakes that currently equip these models. Unlike many motorcycle anti-lock systems, the Harley-Davidson ABS is a manual, independent system that allows the rider to maintain control of how much of each brake is applied.

The components of Harley's ABS have been designed and packaged to be virtually invisible, preserving the clean



Brembo brakes with floating rotors are equipped with ABS for a significantly improved braking.



V-Rods also take advantage of the Harley-Davidson independent ABS.

custom styling of the area around the wheels.

ABS is standard equipment on the 2008 FLHTCUSE3 CVO Screamin' Eagle Ultra Classic Electra Glide and FLHRSE4 CVO Screamin' Eagle Road King, and is also standard on the 2008 FLHTCU Ultra Classic Electra Glide 105th Anniversary Edition models.

SERIALIZED 105TH ANNIVERSARY MOTORCYCLES

To mark Harley-Davidson's 105th year in business, the manufacturer will offer 14 limited and serialized models with a special package of 105th Anniversary features, including exclusive paint and various accessories. These motorcycles will feature an exclusive, two-tone paint scheme in Anniversary Copper and Vivid Black, traced with orange and pale gold pinstriping. Some models will even feature cast aluminum wheels painted in Gloss Black. Seats and pillion will be finished with a special copper-colored vinyl insert and all bikes will be identified with a copper Bar and Shield tank cloisonné and badges on the air cleaner and timing cover inserts.

To preserve the exclusivity of the 105th Anniversary Collection, each motorcycle will be produced in serialized order and, on most models, the 105th Anniversary serial number will appear on

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Harley offers the 105th Anniversary trim on 14 of its models including the V-Rod shown below. The Dyna Wide Glide above, comes standard with it.

a special badge mounted on the motorcycle. Production figures for each available model have not been announced by the manufacturer.

The following motorcycles are offered in 105th Anniversary trim: FLHTCU Ultra Classic Electra Glide; FLHRC Road King Classic; FLTR Road Glide; FLHX Street Glide; FLSTC Heritage Softail Classic; FXSTC Softail Custom; FLSTF Fat Boy; FLSTN Softail Deluxe; FXDWG Dyna Wide Glide (105th Anniversary model only); FXDC Dyna Super Glide Custom; FXDL Dyna Low Rider; XL 1200C Sportster Custom; XL 1200L Sportster Low and VRSCAW V-Rod.

2008 HARLEY-DAVIDSON FEATURES AT-A-GLANCE

All VRSC models get a power boost from a high-performance, 1250cc version of the liquid-cooled Revolution engine tuned to make up to 125 horsepower and 85 foot-pounds of torque. The engine is mated to a new slipper-style clutch with lighter lever action. Anti-Lock Braking System (ABS) is offered as a factory-installed option on all 2008 VRSC models.

A new 6-gallon fuel tank extends the range of all Touring models, which also feature new Brembo brakes and available ABS. Cruise control is now a factory-installed option on all Touring models not already equipped with this feature.

All Touring models feature a new Isolator Drive System that reduces noise and



Photos: Harley-Davidson



vibration to the rider for improved ride quality under acceleration, shifting and cruising.

The high-performance Twin Cam 110 engine powers four 2008 models from Harley-Davidson Custom Vehicle Operations (CVO): the Screamin' Eagle Road King, the Screamin' Eagle Ultra Classic Electra Glide, the Screamin' Eagle Softail Springer, and the Screamin' Eagle Dyna. Each features new accessories and paint schemes.

Harley-Davidson will offer 15 new color combinations for 2008, plus three custom color combinations. ■

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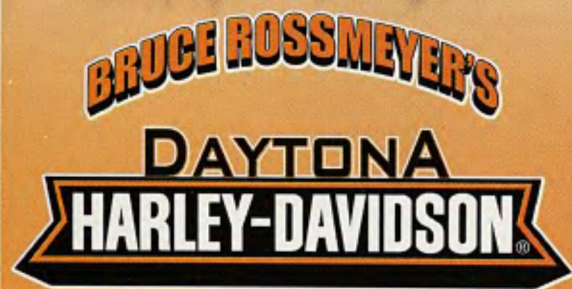
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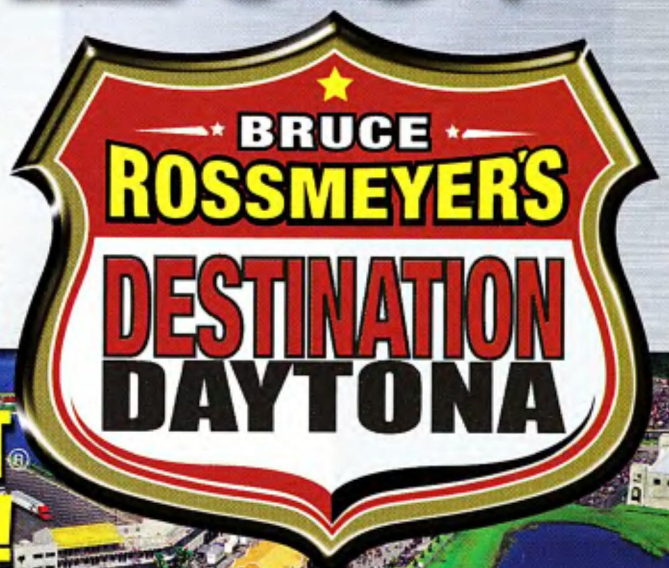
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Gang Green

Stroke It 'Til It Falls Off

Lopping off a mounting tab here, or chopping a rake angle there, John "Head Gangster" Dodson had ideas for this project festering in his head. The harvest was bitter as John began surgically removing some of the plagued appendages from this old, yet still very upright, FLH. Could this custom shovelhead hold its own on the road today? Better ask Rob Lesniewski. He's the guy who originally commissioned this project, and like any other





man with an uncontrollable urge for a custom, he gave Gangster Choppers complete *carte blanche* except for two humble requests: the bike had to be a genuine Harley-Davidson; and it had to be painted green.

The actual concept came from one of John's favorite vintage dragsters, a 1960s front engine digger also called "Gangreen." These Gangster fellah's are family. Before John was old enough to drive, his grandfather, Ken Dodson, Sr., bought him a 1951 Chevy. John's attraction to old hot rods and retro cool bikes was cemented for a lifetime from the experience gained and the lessons learned with that very first hot rod project. He thought it only fitting to build this special custom as a tribute.

One secret that is not revealed by the fine photography of Don Rogers has something to do with the things Gangster Choppers has done to make sure this 1968 shovelhead performs. According to John, "The trick to keeping a 40-year-old engine operating properly is to find original Harley-Davidson replacement parts in excellent condition. Most reproduction parts just don't work."

Adjust your focus to the unique ignition coil mount that Gangster Choppers



designed and machined in house. Who else but a bunch of wiseguys like this could've come up with something so sweet? John is especially proud of the way his ideas for the really cool, one-off gas tank came together. A continuous rib runs over the center of the tank, with its gas cap machined to accept a 1968 silver dollar. GangGreen's spring action front end is just about as far from stock as the gas tank is. These forks are 4 inches over

stock. John takes the 5th on the rake and stretch numbers making them inadmissible in a court of law.

John and his hooligans built this infectious green machine while making the last stand in their old shop, affectionately known as the Gangster Hideaway. They met their proposed completion date for GangGreen only two weeks before they were set to move out of the old shop. They are currently holed up on the south side of Richmond in their glistening new 7,000-square-foot Gangster Global Headquarters.

The thunderous roar of Rob's newly reborn machine is irresistible to most of us, but to the non-riding public, the sound of the bike may be like the sound of a jet engine revving up outside your front door. We don't blame 'em for being a little bit envious, though. There are plenty of small town farm roads in northern Maryland that Rob loves to ride around, and you might even catch a glimpse of GangGreen at some of the local shows near Baltimore.

Dancing along beside GangGreen, is the lovely Sarah. Her poses are destined to keep rigor mortis from appearing in even the greenest of gonads.

—Cheese Buccaneer





A doctor examining a young, blonde woman with abdominal pains asked her if she was sexually active. She said she wasn't. A later examination showed that she was pregnant. Asked why she said she wasn't sexually active, the blonde replied, "I'm not. I just lie there." When asked if she knew who the father was, she replied with a puzzled look, "No, who?"

Rocky Meyerson
WPB.

A survey was conducted recently regarding males' favorite sexual activities. Coming to the question, "Why do you like blow jobs?" some 100,000 men in America and Europe responded as follows:

Ten-percent relished the sensation of having their penis in a woman's mouth; 12% liked the feeling of dominance; 78% dug the fucking silence.

Burt Whitcomb
Palmdale, California

Pogo was workin' at the cash register when an old hag approached his check-out counter carrying a broom and some other cleaning supplies. She immediately demanded that he hurry his ass up in ringing up her items. As soon as Pogo called for a price check the old hag laid into him. "As slow as you move, I'll be lucky to get out of here and home by Christmas!"

"Don't sweat it, lady," said Pogo. "With the wind kicking up out there and your new broom, you'll be home in no time."

D.C.
Ogden, Utah



"Whose tits should we drink to now?"



"Wow, a real bargain in this economy!"

Still living at home, bored, and expecting to inherit a fortune when his sickly widower father died, Robert decided he needed a woman to keep him company. So he went to a singles bar and searched until he spotted a woman whose beauty took his breath away.

"Right now I'm just an ordinary man," he said as he walked up to her, "but within a month or two, my father will pass away and I'll inherit over \$20 million."

The woman went home with Robert that night. And, four days later she married the old man and became Robert's stepmother.

R. Meyerson
WPB., Florida

A teacher was explaining biology to her 4th grade class. "Human beings are the only animals that stutter," she said.

Little Sally raised her hand. "I had a little kitty cat that stuttered," she happily volunteered.

The teacher, knowing how precious some of these stories could become, asked the little girl to describe the incident.

"Well," she began, "I was in the back yard with my kitty, and the Rottweiler who lives next door got a running start and before we knew it, he jumped over the fence and right into our yard!"

"That must've been very scary," said the teacher.

"It sure was," said little Sally. "My kitty went Ffff, Ffff, Ffff... and before she could say 'Fuck,' the Rottweiler ate her."

Rebecca Stacey
Bakersfield, California

A young man was found staggering about drunk with a key in his hand.

"What's going on?" inquired a passing cop.

"They stole my car!" said the man.

"Where did you last see it?"

"On the end of this key."

The cop looked him over and said, "Are you aware, sir, that your penis is hanging out of your trousers?"

"Holy shit!" exclaimed the man. "They got my girlfriend too!"

Greg Cook
National City, CA

A man walked into a bar and asked the bartender for something tall, cool, and full of gin. So the bartender sent over his wife.

Barbara Daniel
Sacramento, California

The sawbone's office was crowded as usual, and the physician was moving at his usual snail's pace. After waiting two hours, an ancient graybeard slowly stood up and started hobbling toward the door.

"Where are you going, Mr. Harley?" the receptionist called out.

"Well, hell," he said, "I figured I'd go home and die a normal death."

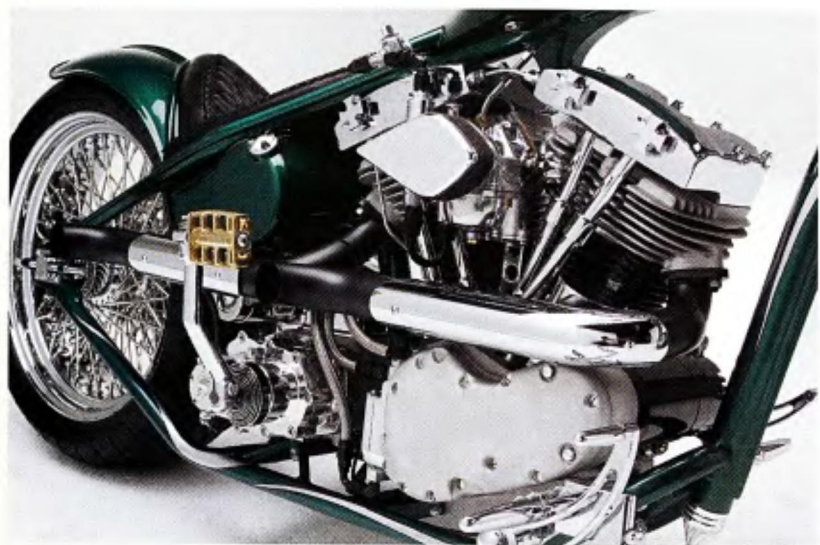
Beth Glass
Colorado Springs, Colorado

What did Adam say to Eve when he got his first erection?

"Stand back! I don't know how big this thing is going to get!"

G. Cook
National City, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but what-dahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: Rob Lesniewski
City: Bel-Air, Maryland

GENERAL

Fabrication: Gangster Choppers
Model: 1968 Harley-Davidson FLH
Time: 1,440 hours
Chroming: Chrome Masters

ENGINE

Year/Model: 1968/Harley-Davidson
Displacement: 74 cubic inches
Ignition: points
Cam: FLH grind
Carb: S&S Super E
Pipes: Gangster Choppers

TRANSMISSION

Year/Make: 2006/Baker 6-in-a-4

PAINT

Molding: Gangster Choppers
Painter: Chuck Whitlock
Type/Color: House of Kolor/Infectious
Green Kandy
Special paint: Chuck Whitlock

FRAME

Year/Make: 2006/
Gangster Choppers
Type: rigid
Rake: over the coals
Stretch: 'til it hurts
Shocks: none
Modifications: Gangster Choppers

ACCESSORIES

Bars: Gangster Choppers
Risers: Gangster Choppers
Handlebar controls: Italian
Fenders: Gangster Choppers
Headlight: Gangster Choppers
Taillight: Gangster Choppers
Speedo: none
Pegs: Italian
Foot controls: Italian
Electrics: Larry Mann
Gas tank: Gangster Choppers
Oil tank: Gangster Choppers
Seat: Roger Harris
Grips: Gangster Choppers

FRONT END

Type: springer
Extension: 4 inches
Triple trees: stock rake
Builder: Gangster Choppers
Modifications: Gangster Choppers

WHEELS

Hub: 80-spoke Gangster
Size: 21 inches front, 18 inches rear
Tires: Metzeler
Brakes: HHI
Photos: Don Rogers
Contact: www.gangsterchoppers.com
Built in remembrance of:
Kenneth Wilson Dodson, Sr.



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"Indian Larry Legacy and H&H Trailers...haulin' ass from coast to coast." - Paul Cox, Indian Larry Legacy

The Best Trailers...

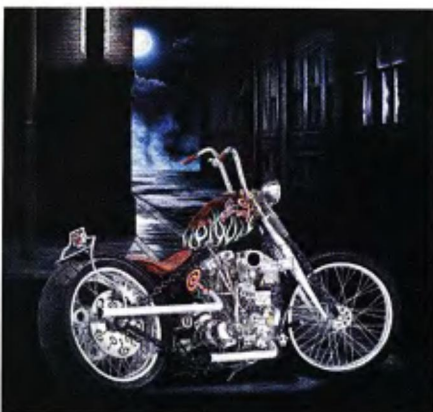


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John Guillemette: "Master and Machine" Series

"I still don't know if I'm doing it right," says self-taught artist John Guillemette of his paintings. Appearing in *Easvriders* February 2006 issue, and back this time with his "Master and Machine" series, John is definitely doing something right. With no formal art training beyond high school, John works in oils capturing on canvas the fine details of the bikes and the spirit of the bikers and builders he paints.

So far, John has completed three of ten portraits in the new series. The first is of Dave Perewitz, the second is of Jesse James, and "I just finished my Arlen Ness portrait," he says. Next up will be Mondo of Denver Choppers, followed by Donnie Smith. John paints each portrait from photos. It was a photo of Dave Perewitz by well-known photographer Michael



Lichter that provided the inspiration for the Perewitz portrait. For Jesse James, John pieced together several photos to create the final product. "It takes 6-8 weeks to create each portrait," he says. "They are like two paintings in one; you have the portrait plus the motorcycle." John describes his work as "very detailed." "I paint 'photo-real,'" he says. His painting (*Urban Legend*) of the late Indian Larry's Chain of Mystery bike took two months to complete. John worked from dozens of photographs of the bike, getting each detail exact.

Unlike other developing artists who receive only positive feedback from friends and family, John considers himself fortunate to have had a mother, in his teenage years, who was supportive, but honest. Offering constructive criticism, he was motivated by her comments to constantly improve his work. As he mastered his craft, John found his medium of choice is oils. "I like working with oil paints because you can work with them longer. They stay wet. Also, unlike watercolors or acrylics, you don't



Artist John Guillemette with the first two portraits, Dave Perewitz (left) and Jesse James (right), from his Master and Machines series.

need to cover the [finished] work with glass. You just put it in a suitable frame," says John.

Within the last few years, John has met a lot of people from the custom bike building world. "They are my inspiration, he says. "They keep me going and going." He enjoys painting specific bikes, like Indian Larry's chain bike and the Perewitz Aerosmith bike. Says John, "I have

great respect for the other artists—the builders. My portrait series is a tribute to them, from one artist to another."

—Joanne Morris

Original paintings and limited edition prints of all John's work can be viewed and purchased online at www.bikesoncanvas.com or by calling him directly at 781-289-8072.

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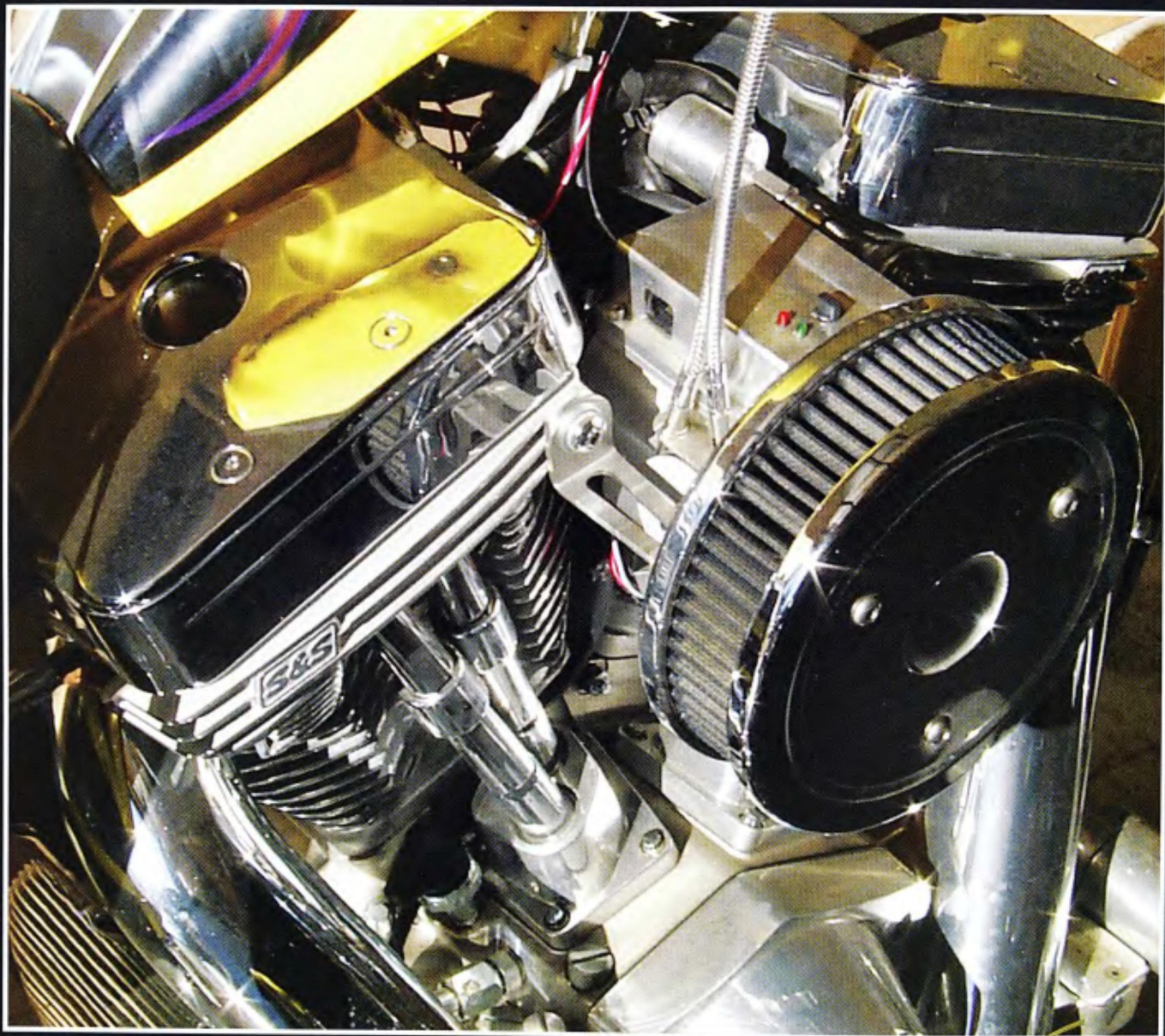
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Head 'em up, move 'em out...gotta roll.

—Beemer, Northern Calif.

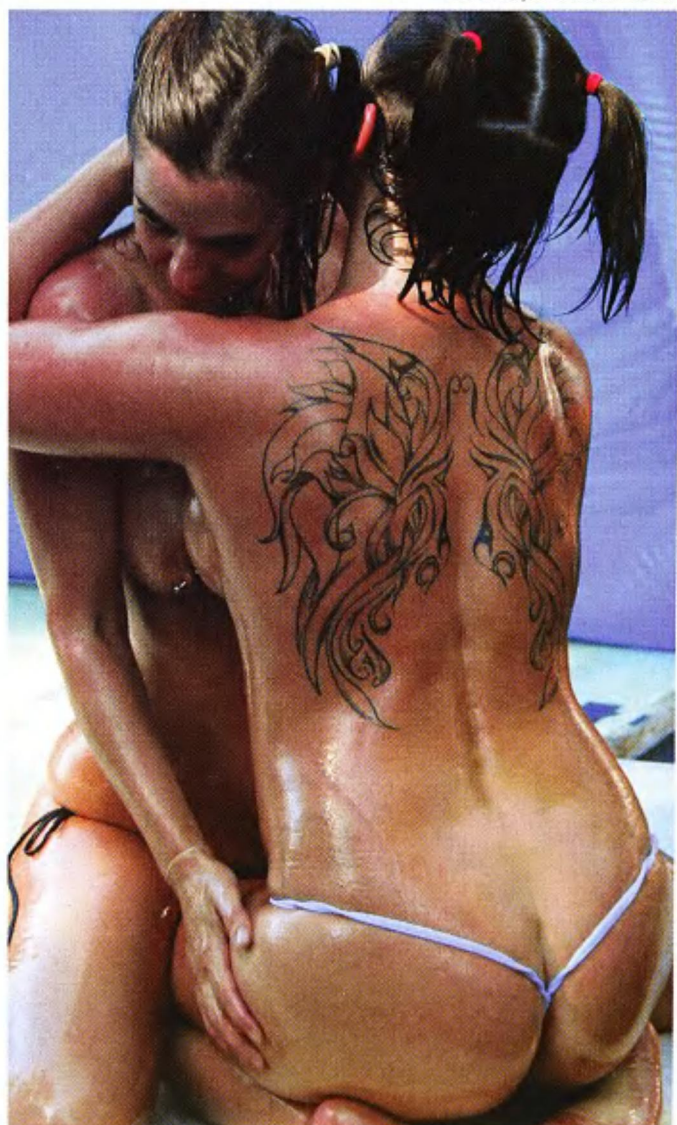


Came for a show, got a poker hand. —Bill Cromwell, Lineboro, Md.



Randy Luebbert, R.I.P.

—Betty Mitchell, Wayne, Neb.



Sweet meat at the Valley Rendezvous. —Mark Sherman, Madera, Calif.

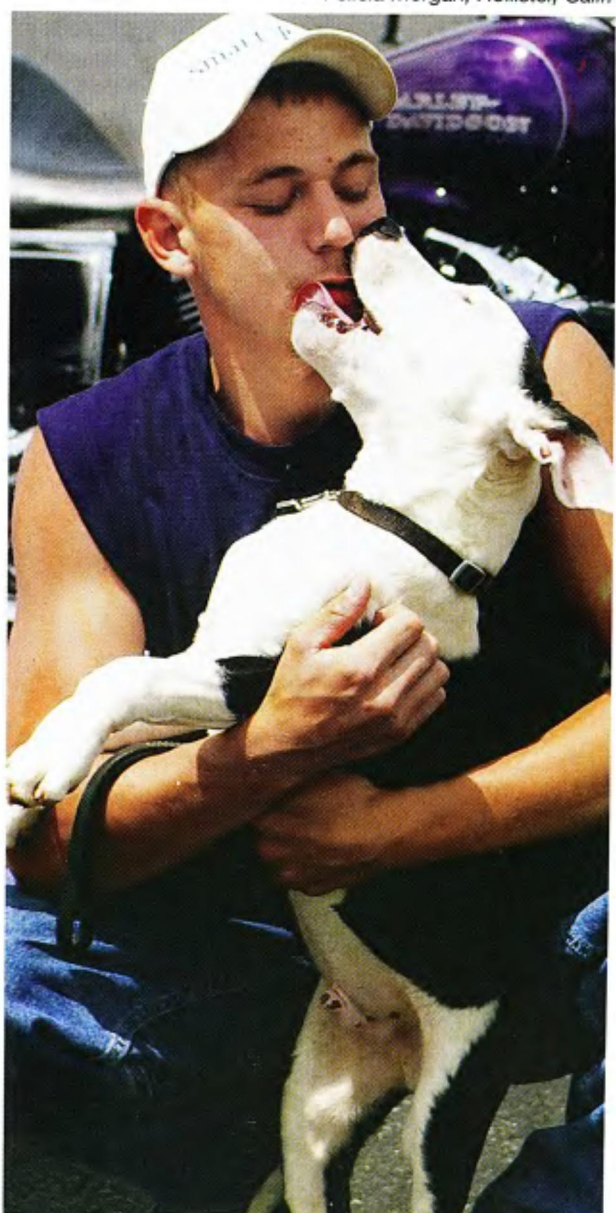


Anybody got a marshmallow?

—Felicia Morgan, Hollister, Calif.



Perky and slurpy at the Valley Rendezvous. —Mark Sherman, Madera, Calif.



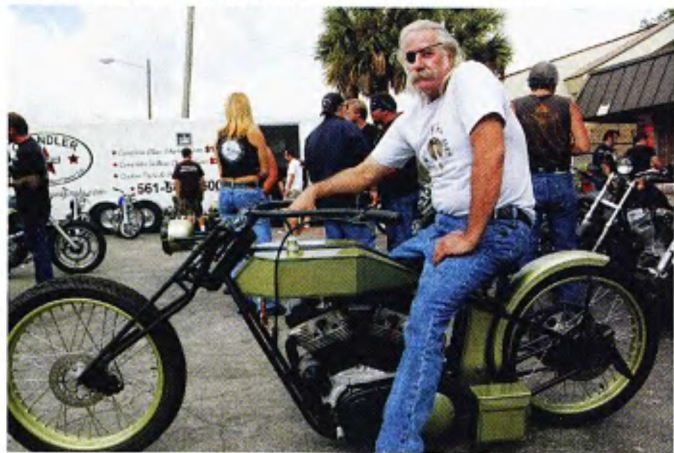
Sloppy seconds?

—Bill Cromwell, Taneytown, Md.



The San Angelo gang gets together at Hawgs of Texas.

—Robby Robison, Somerville, Texas



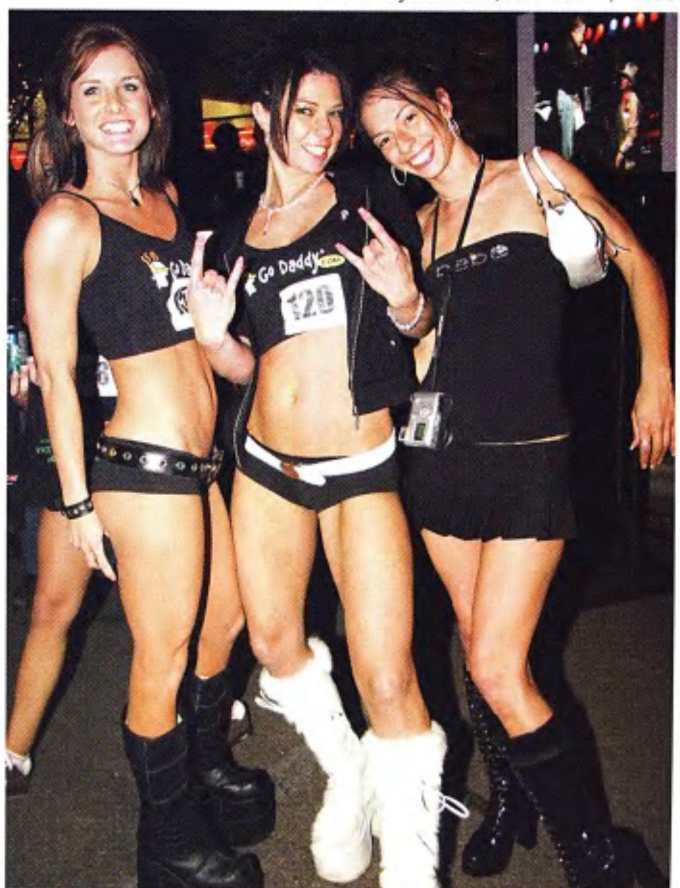
Bro Brandon, lookin' kinda green.

—Fish, Daytona Bike Week



Is that a three-seater?

—Pauline Ortiz y Pino, Phoenix, Ariz.



Miss Go-Daddy contenders.

—Felicia Morgan, Scottsdale, Ariz.



Hard-workin' couple givin' it all they got.

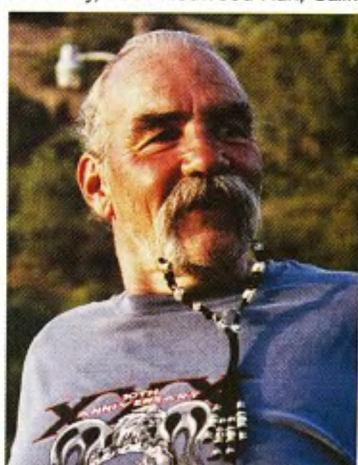
—Easy Eddie Irizarry, 2007 Redwood Run, Calif.



Puttin' bros Joe and Larry. —Kellye Martin, San Augustine, Texas



—Slippery, Wynantskill, N.Y.



Crazy Charlie. —Freebird, BHC, Ariz.



Capt. Gramps and Batman, Iraq. —Betty Mitchell, Wayne, Neb.



Down for fun at the Dead Dog Saloon. —Bill Cromwell, Lineboro, Md.



Busty, lusty, maybe even trusty. —Mark Sherman, Hanford, Calif.



All natural ingredients. —Wayne Anderson, Myrtle Beach, S.C.

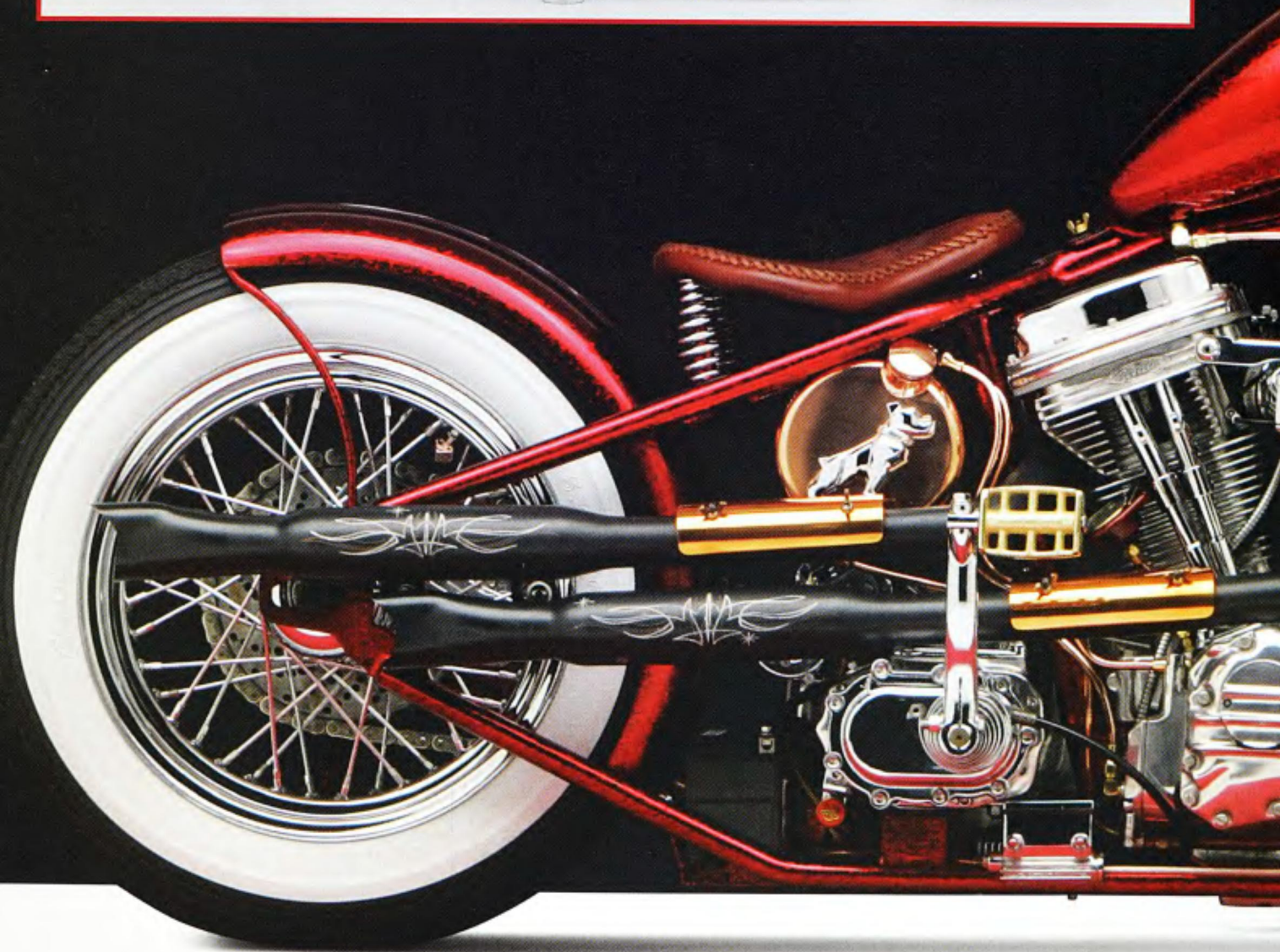


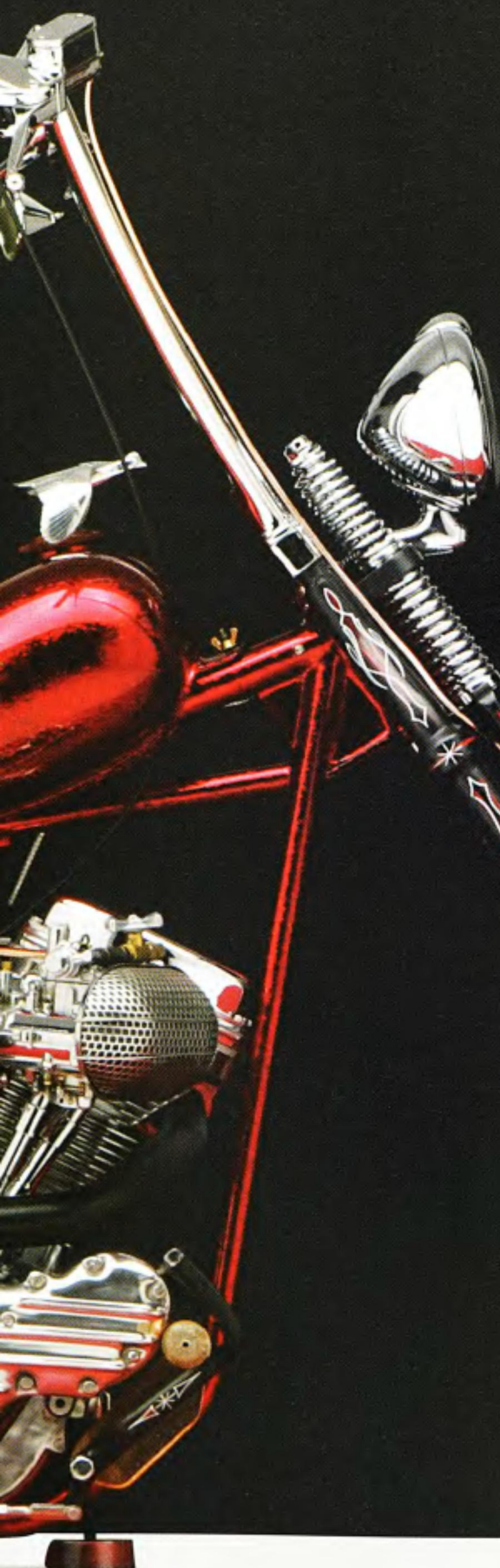
Flippin' the birds and partyin' hard at Austin's Saloon.

—Jody Boden, Libertyville, Ill.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for

color photos printed smaller than half-page and \$30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.





Mike Ulitch and Dave DeMonte came up with something pretty incredible in just under a month's time: this motorcycle. They had to. Mike's shop, PT Customs in Somers, Connecticut, received an invitation to participate in a build-off to be held in Worcester, Massachusetts. An all-East Coast deal, builders were invited in from all over the Northeast. "We didn't get much notice, though," Mike recalls. "It put us into a damn tight schedule." He quick-ordered parts and got down to wrenching, and once everything was gathered together the bike was completed in two weeks time, flat.

"It's pretty much my take on CCI's Pimp Daddy kit," Mike says. The frame, engine and transmission came from CCI, along with the wheels and springer front end. For most everything else Mike went shopping in a local antique Model A restoration store, loading up on all the trinkets and goodies to put together an over-the-top vinatge bobber. The forward controls, for example, are Model A clutch pedals bent and twisted into shape. Even the brake rod was made up from some Model A clutch linkage. The oil pressure gauge is vintage Ford; that graceful quail on the gas cap is taken off a

PT'S BOBBER

Chrysler Already Had The Cruiser







1929 radiator. The headlight is a Chevrolet spotlight housing from 1938, and the taillight is from a 1931 Ford, all cool little parts to add on a motorcycle. Mike left the kit motor pretty much stock, though, with the exception of the pair of Del'orto carbs he hung on. "And they work mint," he says. "I bought 'em at a swap meet for \$50, rebuilt them and they run perfectly. And have for two years now."

Turning attention back to the cosmetics, the gas tank is a Paughco peanut modified by Mike. Originally set up with twin fillers, Mike changed that to a single. He also added a raised seam down the center matching the detail rib in the rear fender, which is actually a cut-down spare tire cover off an old 1930s-era Pontiac. (More old car parts.) The bike is set up with both kick and electric start, the best of both worlds—the kicker to look cool and be cool, that starter button for when no one's looking! And the bike is "Wicked comfortable to ride," Mike swears, even with its 18-inch apes.

PT Customs has been in business for about eight years now. Mike actually started the business as a custom painter for everyone else and from there got into doing the actual fab and assembly work himself. These days PT does about 12 to 14 bikes a year and, a painter at heart, naturally Mike painted this one. "And as good as it looks in pictures," he says, "you have to see it in person and in bright sunlight to appreciate things." It features just about that heaviest metal-flake you can imagine. Mike started the job with a black base and buried the silver metal-flake over that in a slow-dry clear, then Kandy Red finished it all off. "It's a process," he admits, "and blowing on all that silver flake gets messy. I ended up with it all over me, all over the shop, in my pockets, everywhere. It looked like I just came home from a strip club!" But it's worth it. The total effect is almost 3-D deep.

Oh yeah, that build-off? The little bobber won.

And it's still winning awards. At the latest Smoke Out event down in the Carolinas it took another First and Best Of Show in the old-school category. Not bad for a couple week's work on a tight deadline, huh?

—Joe Kress



Owner: Mike Ulitch

City: Somers, Connecticut

GENERAL

Designer: PT Customs

Fabrication: PT Customs

Year/make: 2005 PT Custom

Model: Old-School Bobber

Assembly: PT Customs

Time: 3 weeks

Chroming: Allied Plating

ENGINE

Year and make: 2005 RevTech

Rebuilder: PT Customs

Displacement: 110 cubic inches

Ignition: point-style

Cam: RevTech

Carb: dual Del'orto

Air cleaner: Weber

Pipes: PT Customs

TRANSMISSION

Year/make: 2005 RevTech

Shifting: 5-speed, hand shift

PAINTING

Painter: PT Customs

Color: Kandy Red metal-flake

Type: House of Kolor

FRAME

Year/make: 2005 CCI

Type: Pimp Daddy rigid

Rake: 33 degrees

Stretch: 2-inch

Shocks: none

ACCESSORIES

Handlebars: PT Customs

Handlebar controls: V-Twin Mfg.

Fenders: PT Customs

Headlight: 1938 Chevrolet spotlight

Taillight: 1931 Model A Ford

Speedo: none

Pegs: PT Customs

Foot controls: PT Customs

Gas tank: PT Customs

Oil tank: CCI

Seat: Allie's Tack & Feed

Grips: Super Sixties

FRONT END

Type: springer

Builder: Paughco

WHEELS

Make: CCI, laced

Size: 16-inch

Tires: classic, wide whitewall

Brakes: Tolle, HHI

Photos: Dino Pertocelli

Contact: PT Customs;

Somers, Connecticut;

860-749-3780

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Meet June's Winner

Your June Fox Hunt winner, Tara, is a real Trooper. No, not like a State Trooper or anything, although I would LOVE to get stopped and frisked by her any time. When we called her to arrange her shoot, her town was on fire. Seriously, it was going up in flames. Once she knew her home was in the clear, however, she told us she was ready to shoot. No muss, no fuss. So, while the rest of her town was sifting through the ashes, Tara was shedding her clothes and posing for the lens of Mike Chase, while astride Steve Crump's Riff Raff Custom sled. Then it was off to fancy dinners and the top-of-the-line accommodations, while she waited for all the fire equipment to get off her home's front lawn. Upon her return, she promised the local Fire Station signed copies of her issue as a gesture of gratitude. See, what a Trooper!

—Ron Burgundy



Robyn—North Carolina

#1101

"I've never had a difficult time finding someone to take me for a ride. Once I get on and get these airbags up against them..."



Joy—Ohio

#1102

"The way that the wind hits my body and the vibration of the motor between my legs, I knew I had to learn how to ride. Now, you will never see me ride Bitch!"

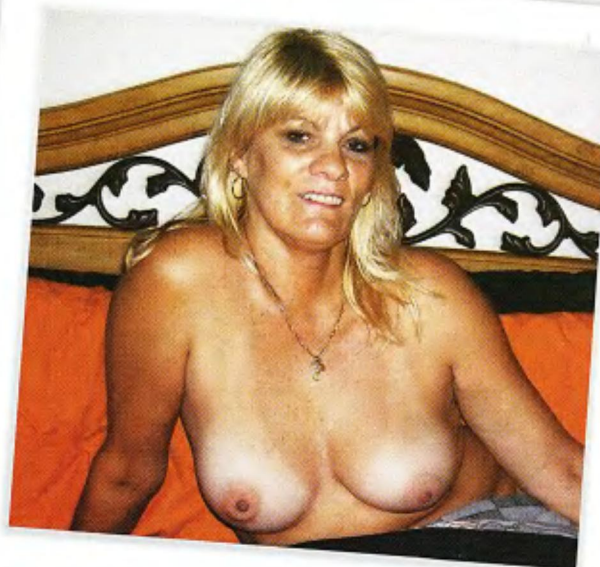
Win \$1,000!



Ashley-Michigan

#1103

"I'm 18 and have only ridden a little, mostly small little trips. I'm really looking for a man to take me on a RIDE."



Becky-Florida

#1104

"It was a while ago, but I remember that my bed got a great workout after the ride!"



Jennifer-South Carolina

#1105

"My first ride on a Harley was a little scary at first, but after a while, having all that power between my legs made me loosen up quick. And let me tell you, the guy who took me was VERY grateful afterwards."



Venus-New Mexico

#1106

"This girl don't ride Bitch! I bought my own two years ago and learned to ride. The power between my legs really turns me on."

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win \$1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets \$300 for sending in the photo; the Fox Hunt Winner gets \$700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire \$1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #413 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at www.easyriders.com (then click on Fox Hunt), October 1, 2007. The voting deadline for this month's crop of cuties is October 30, 2007. We'll announce the winner in the February 2008 issue.



Amber is you winner of July's Fox Hunt contest. Just staring into those...eyes, yeah that's it, the eyes...makes you want to fly to Florida to go see her. Stalker! C'mon back next month to see more!

413

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

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Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () Evening Phone: ()

Photographer's Signature: _____

Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted on-line, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. Don't forget to vote! These girls are depending on you!

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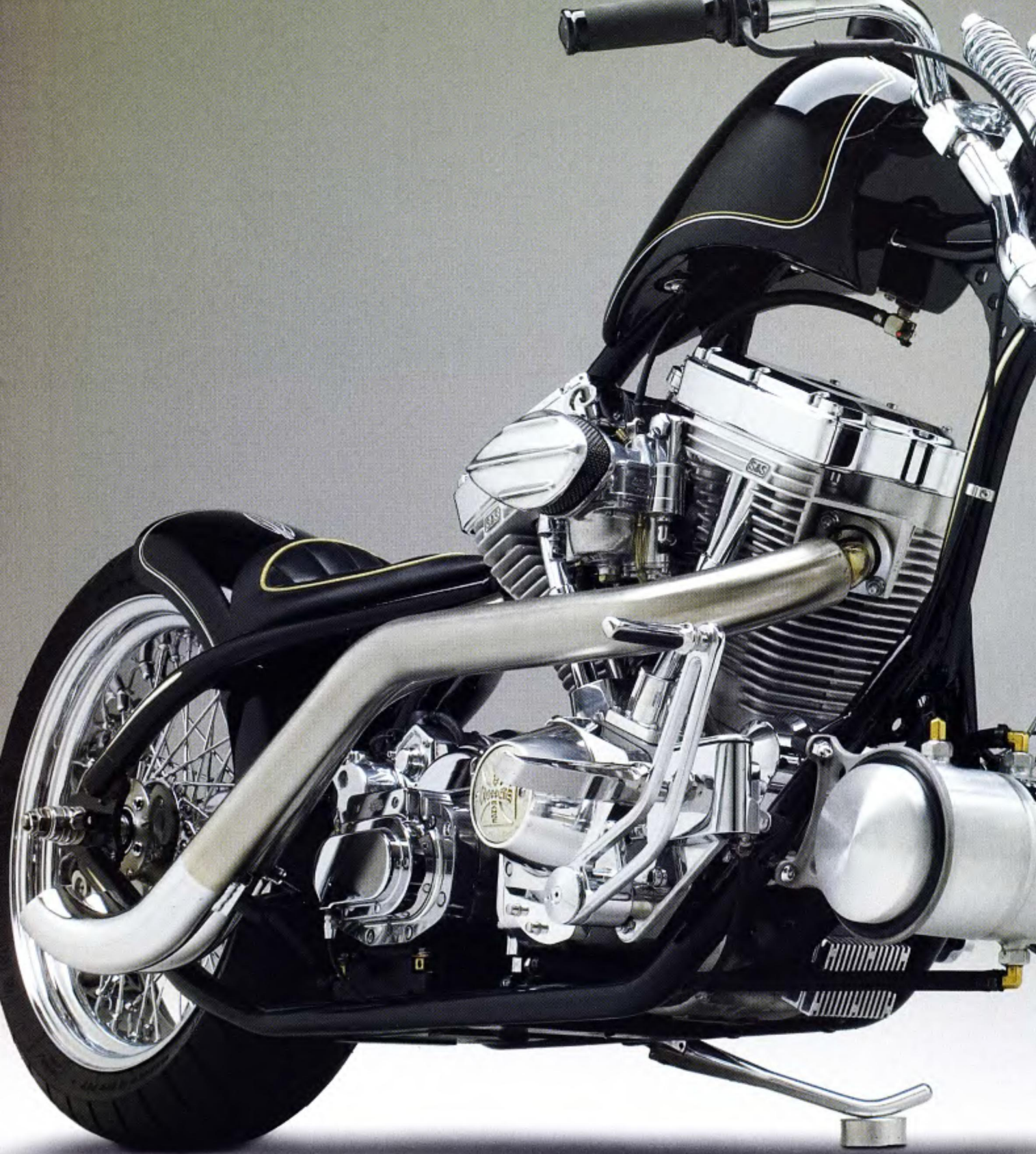
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INNOVATION HAPPENS

It's All Done Jeremy's Way



Jeremy Kavan's first bike was a Suzuki Savage, a 650 single cylinder machine that he hacked up into a chopper. He graduated to his first V-twin at the age of 19, and this motorcycle is the 16th bike he has built to date. He

attended classes at MMI in Florida, taking all the classes available for Harley-Davidsons, though he was already sure he was "doing everything right, but I wanted a little schooling to back it up."

Jeremy's bike building career started in

his garage, which he found he couldn't afford on a bike-by-bike basis. He decided he needed the experience of working in a shop, partly so that he could build bikes "On someone else's dime," he says.

Jeremy started working at Front Range



Choppers in Denver, while building this bike in his spare time. Jeremy found himself butting heads with the owner, Paul, so much he finally just split, deciding to return to building out of his own garage so he could pursue his own visions.

This bike project was started in the wintertime when things were really slow at the shop. Paul was out of town for a few weeks and Jeremy was itching to start a new bike for himself. He began by building a gas tank, and that dictated the design of the entire bike. He says that at the time he didn't even have a leather bag to hammer it out, just a pile of rags and a rubber mallet. He then built the high arched frame with the help of Geoff Giles, owner of G-Spot Customs. Starting with the driveline cradle from an after-market frame, he began building it up, piece by piece. He says he didn't have a grand vision at the time; he just wanted "a cool, light little bike that handled good."

The unusual clutch master cylinder and lever is from a Ducati 999 and he runs a Performance Machine slave cylinder. The pressure plate and belt drive components are BDL. He then powdercoated the pulleys black, then drilled and modified them so they wouldn't look "out of the box."

The Mooneyes oil tank is mounted forward in a nod to the hot rods of old. Front Line is the manufacturer of the stainless deep cut rotors that Indian Larry Legacy designed, and when he found a box of the question mark cutouts lying around, he decided to use them to add a custom touch to the front hub. Jeremy welded them to a



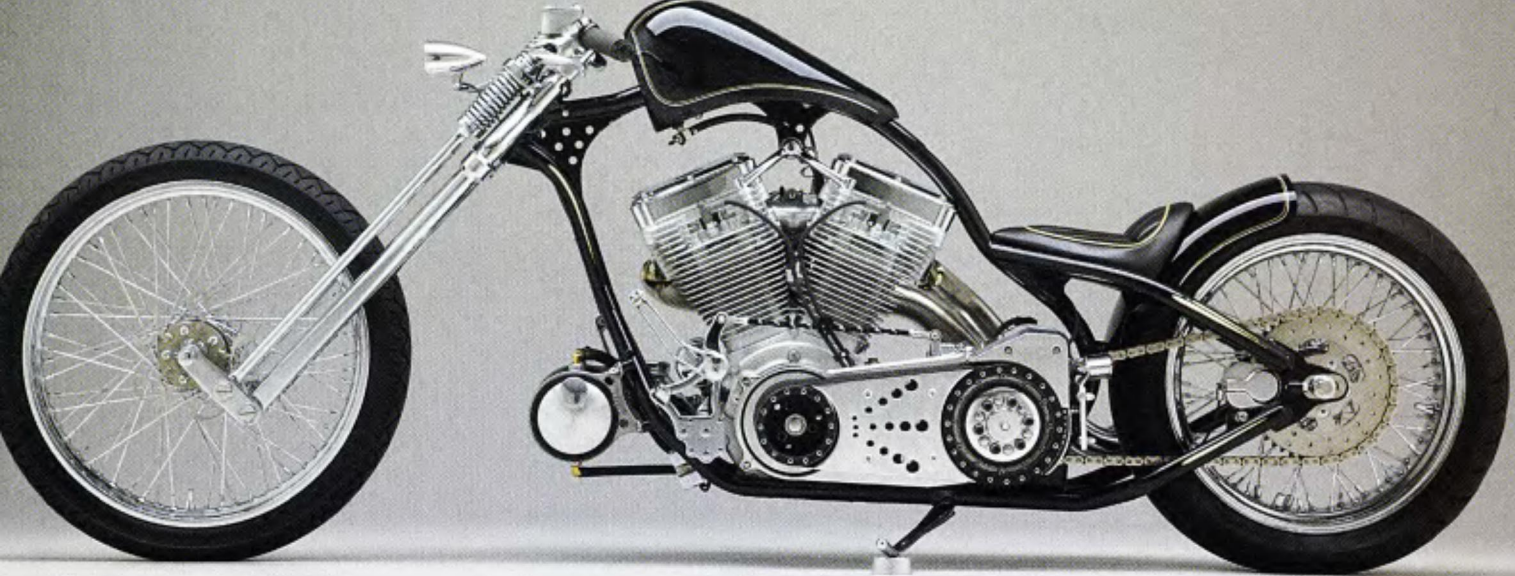
sprocket spacer so the bolt holes on the brake flange of the hub would have been decorative. He used another of the question marks on the S&S enricher knob.

The frame is powdercoated black and the tank and fender were painted black by local painter Dan Baca. Jeremy then traded some work on the leaky rocker box of Dan's wife's Sporty in exchange for the paint on the tank and fender. The pinstriping was done by a local guy, a "really cool older guy named Rody." Jeremy says Rody works out of his house and is known for his work on local hot rods. Nate at Auto Weave Upholstery in Denver, covered the seat pan.

Jeremy says that bike building now accounts for about half of his income. He built a custom chopper for two architects; they appreciated his craftsmanship and employed him to create custom one-off furniture, for "way more money than I ever made building motorcycles." Still, he dutifully comes home everyday at 3 o'clock and heads straight to the garage to "work on bikes 'til dinner time." Jeremy likes this arrangement just fine. It gives him the freedom of "doing it in my garage, on my own time, and having a good time."

—Kit Maira







Owner: Jeremy Kavan
City: Denver, Colorado

GENERAL

Fabrication: Jeremy Kavan and Jeff Giles

Year/make: 2005 Jeremy Kavan
Two Wheeled Machines

Model: Streetster

Assembly: Jeremy Kavan

Time: 4 months

Chroming: Alert Polishing and Plating

Polishing: Alert Polishing and Plating

ENGINE

Year: 2005

Builder: S&S

Displacement: 96 inches

Cam: S&S

Carb: S&S Super E

Ignition: Crane Hi-4

Pipes: MGS

TRANSMISSION

Make: Accessories Unlimited

Year: 2005

Shifting: 6-speed

Special Features: custom BDL
primary pulleys

PAINTING

Molding: minimal

Painter: Don Baca

Color: black

Type: PPG

Special paint: Rody

FRAME

Maker: Jeremy Kavan and Jeff Giles

Type: Low Streetster

Rake: 41 degrees

Stretch: 0 out, -5 up

Other alterations: handbuilt

ACCESSORIES

Handlebars: Jeremy Kavan

Risers: integral

Handlebar controls: Brembo

Fender: Jeremy Kavan

Headlight: Headwinds

Taillight: Jeremy Kavan

Speedo: none

Pegs: Performance Machine

Electrics: Jeremy Kavan

Foot controls: Performance Machine

Gas tank: Jeremy Kavan

Oil tank: Mooneyes

Oil system: Jeremy Kavan

Seat: Jeremy Kavan

Mirrors: none

Grips: Performance Machine

FRONT END

Type: springer

Extension: stock length

Builder: DNA

WHEELS

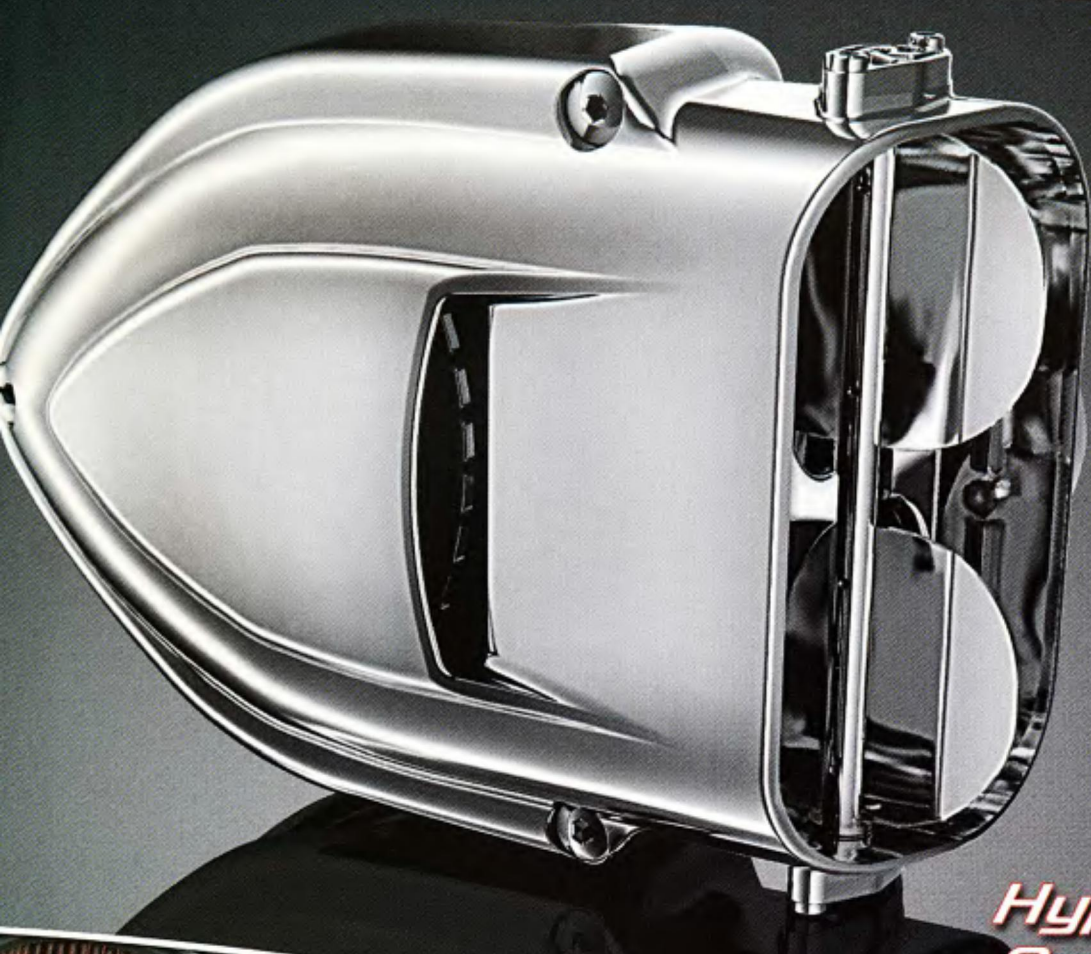
Size: 21-inch front, 18-inch rear

Tires: Metzeler

Brakes: Exile

Photos: Michael Lichter

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It's footwear time again, and the people at Harley-Davidson are happy to show you how to dress those worn and tattered feet of yours in a style you definitely want to be accustomed to. How do we know this? For one thing, you're reading this, aren't you?

More importantly, though, how could you not want this? With more than a century of motorcycling experience, Harley-

Davidson knows not only what looks good on one of their fine machines, but what is also fully functional and offers the most protection for the rider's tootsies. Whether you're toe or heel shifting, stomping or gingerly tapping your brakes, or firmly planting your smelly dogs atop the soft asphalt bubbling peacefully in the summer sun, Harley has you covered.

—Tripper

FOOTWEAR FOR BIKERS

FROM THE FOLKS WHO KNOW THEM BEST



RAINMAKER

Men's D94091

Color: Black

Sizes: M 7-12, 13

MSRP: \$160

This eight-inch lace-up boot with Shock-Absorbers Twin Pad technology and waterproof leather and seams has a lightweight, flexible polyurethane midsole with rubber street side and Goodyear welt construction. It's got a 30-day comfort guarantee, to boot! No clue what that means, but we're reasonably sure they'll still be comfortable on the 31st day—and beyond.

A removable dual-density polyurethane sock footbed and full-grain leather upper round out this puppy, and for extra entertainment value, it's all lace-up!



BLADEN

The Ortholite shock-absorbing and anti-

bacterial footbed, oil-resisting rubber outsole, Goodyear welt construction, and molded heel guard almost guarantee your cheese logs won't offend. (Hey, protection is a two-way street!) Lucky for you, this thing's got an inside zipper, so there are no laces to untangle or other complicated finger exercises to worry about. And with a full-grain leather upper, you're good to go in no time at all, to your garage, the bar, the bathroom, wherever...



WARMUP

Men's

D91522

Color:

Black

Sizes: S (7-8), M (9-10), L (11-12), XL (13)

MSRP: \$35

Some folks simply can't bear to not wear Harley-Davidson, even when it's time to go beddie-bye. For precisely those lonely people, Harley-Davidson as come up with a cooler, better, and so much more attractive version of the old bedroom slipper. It's got a suede outsole, fleece uppers, and full-cushion fleece footbed, and it's fleece lined. You can get all toasty just thinking about it. And with their stitch-and-turn construction and chestnuts roasting in the oven, well, you get the idea. Blonde-alert: they have these in women's sizes, too, by the way; they're just called something different. Try not to get confused!

SAVANNAH

Women's D85333

Color: Black

Sizes: M 5-10, 11

MSRP: \$140

As the gentle reader knows, all women named Savannah are incredibly sexy. They have to be, by law, or else they have to change their name. Aware of this, the geniuses at Harley-Davidson knew they had to come up with a very special boot if they wanted to call it Savannah. And would you look at this: a rubber outsole with modified Jamaican stiletto heel! Holy smokes, what will they think of



next? But let's not forget the full-length cushion sock lining, inside zipper, and full-grain leather upper, either. Even your basic Myrtle or Zelda would look hot in (and as) Savannah!



SEDONA

Women's

D85080

Color: Black

Sizes:

M 5-10, 11

MSRP: \$140

Sedona, with its lightweight outsole and heel, full-grain pebbled leather upper, full-length cushion

sock lining, and inside zipper is beautiful, yet somewhat more sensible than Savannah. No daring stilettos from exotic lands for this one; it's happy with what's practical when on the road. You never know when you have to go pee behind some bushes, and in a Sedona, this is easily and safely accomplished, without the risk of tipping over.



MAGNETO

Men's D98011 Color: Black
Sizes: M 7-12, 13 MSRP: \$122

Sounding much like a cartoon hero, the men's Magneto eight-inch riding boot with its full-grain leather lace-up style and Goodyear welt construction is anything but. A cartoon, that is. With its full-cushion sock lining and oil-resistant rubber outsole for dependability and durability, this boot is firmly planted in the real world. Although, its Harley-Davidson skull medallion makes you want to leap tall buildings in a single bound.



GINA

Women's D88011 Color: Black
Sizes: M 5-10, 11 MSRP: \$116

Who among us has never loved a Gina? Mysterious and bold, yet playfully adorned with long, supple laces, this eight-inch boot with full-grain leather upper, oil-resistant rubber outsole, and Goodyear welt construction features a removable, full-length dual-density polyurethane footbed, a convenient inside zipper, and, just to bowl you over, a circular Harley-Davidson Bar & Shield medallion. But careful, its looks are deceiving. This Gina is built to kick ass!

PHANTOM

Men's D98013 Color: Black
Sizes: M 7-12, 13 MSRP: \$130

Now you see 'em, now you don't: the Phantom is a classic engineer style



boot built for fast speeds. Goodyear welt construction and an oil-resisting rubber outsole partner with a full-grain leather and a removable, full-length dual-density polyurethane footbed to make this boot a logical solution to the comfort and traction needs of any rider. A round Harley-Davidson medallion, complete with a skull graphic, gives the Phantom its special appeal, and with its convenient inside zipper this boot comes on and off as quickly as... oh, never mind!



MACON

Women's D88426 Color: Black
Sizes: M 5-10, 11 MSRP: \$132

Perhaps reminiscent of Georgia peaches, the women's Macon is a sleek boot constructed with an oil-resistant rubber outsole and Goodyear welt construction. This mid-calf boot offers practical features with a streamlined cowgirl feel. An inside zipper creates easy on-and-off for women on the go—or even in the go-go cage. With its glossy full-grain leather, a pointed toe and thick, stacked heel, this boot was made for riding... and then some.



MARAUDER

Men's D98004 Color: Black
Sizes: M 7-12, 13 MSRP: \$170

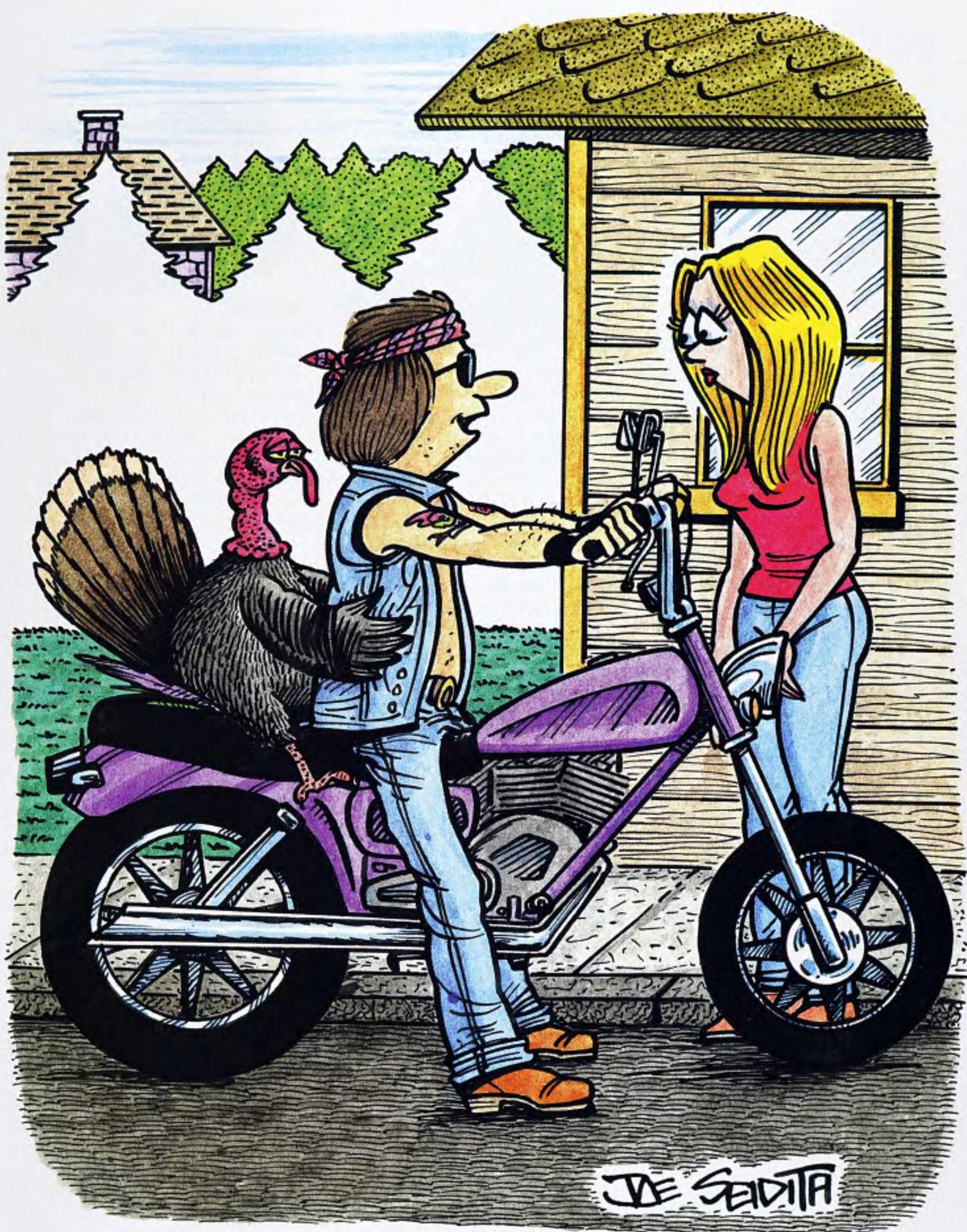
Not to be confused with the Pillager or Plunderer, the Marauder is built for modern-day adventures that can be accomplished in just one weekend—or even a balmy afternoon. Featuring full-grain leather and hook-and-eye lacing for easy adjusting and ankle stability, and an inside zipper for easy on and off, the Marauder allows the wearer to be ready at a moment's notice. The aggressive lug Vibram rubber outsole features hard rubber cleats perfect for securing footing on rocky surfaces; the Goodyear welt construction provide increased durability and dependability. A Harley-Davidson skull medallion completes the look.



VINTAGE

Men's D98403 Color: Black
Sizes: M 7-12, 13 MSRP: \$116

The men's eight-inch engineer-style Vintage boot is big boot for a big man or ogre. Made from supple full-grain leather, the boot also features an inside shaft zipper for easy on and off. Removable ShockAbsorbers footbed cushions the foot and absorbs shock with each step for added comfort. The rubber outsole with Clincher Compound is oil, abrasion and slip resistant. Goodyear welt construction adds long wear and increased durability for the Vintage and will allow for multiple future sole replacements, extending the life of the Vintage boot.



*"Some guy sold him to me for Thanksgiving dinner.
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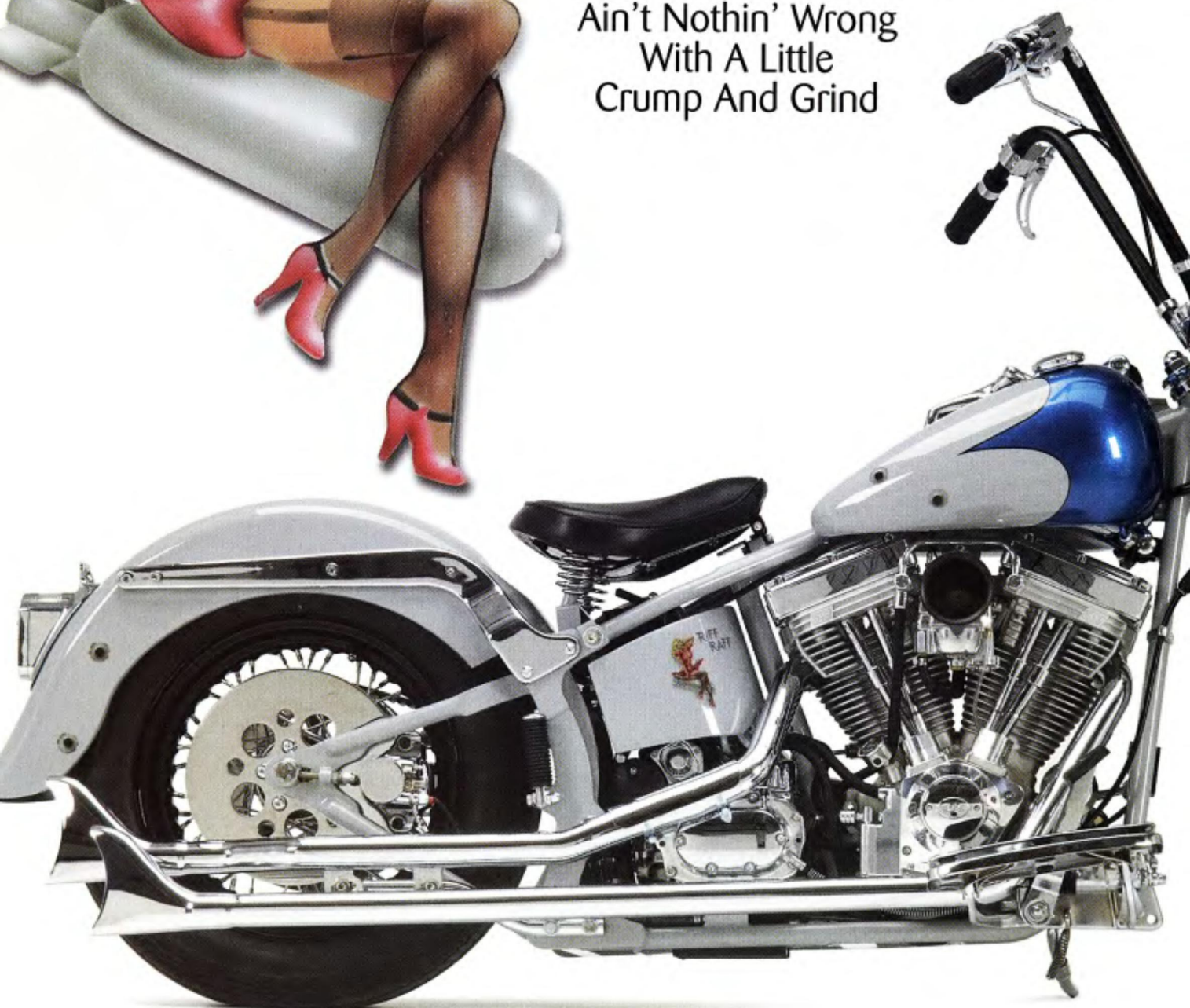
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Survey**

RIFT RAFF

Doin' The Crump

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Crump And Grind



Steve "The Crumpster" Crump is a survivor. A true medical miracle, Sir Crump-enheimer has made it through cancer, a ruptured aorta and he flat-lined three times. One of his good friends is Scott Hultquist of Riff Raff Customs in Danville, California. Steve was already riding a Riff Raff bike, but he began thinking it was time for something new. He met with Scott and basically told him that he wanted a bike that looked like something from back in the 1940s or '50s, but it had to be reliable and use the best of today's technologies. Scott started to gather parts and, in only three months, came up with this way cool scooter they call, "the Bomber Bike." He's seen plenty of piles of parts owned by people who think they can build their own bike, and he offers this advice, "To build custom bikes in real life is nothing like TV. Things never happen in a week. Knowing what will fit together properly will save a lot of time and money." It's enough to make ya smack somebody on da Crump.

Scott wanted to make this project something that honored his buddy, Crumple-stiltskin. He painted three white bombs with red crosses on them to celebrate the three times Crumpy cheated death. Scott got an actual round



from the guns of a P51-D Mustang and drilled it out to become a part of the shift linkage. It seems everyone else likes the linkage as much as Scott and Steve do. Scott has seen a lot of Cali custom choppers over the years, and remembers bikes from "back in the day" that sometimes didn't have a dash panel over the tanks. To add "a lil' sumpin'-sumpin'" to the look, he got his hands on an authentic solid steel, Lady Statue, Hollywood Flipper hubcap from the '50s. He cut the chrome lady out and carefully attached her between the flat sides of these fat tanks. Riff Raff Customs is a small shop where every custom paint project, and every single motorcycle gets Scott's personal attention. His custom bikes are the stuff dreams are made of. Sick, twisted, burnt rubber dreams.

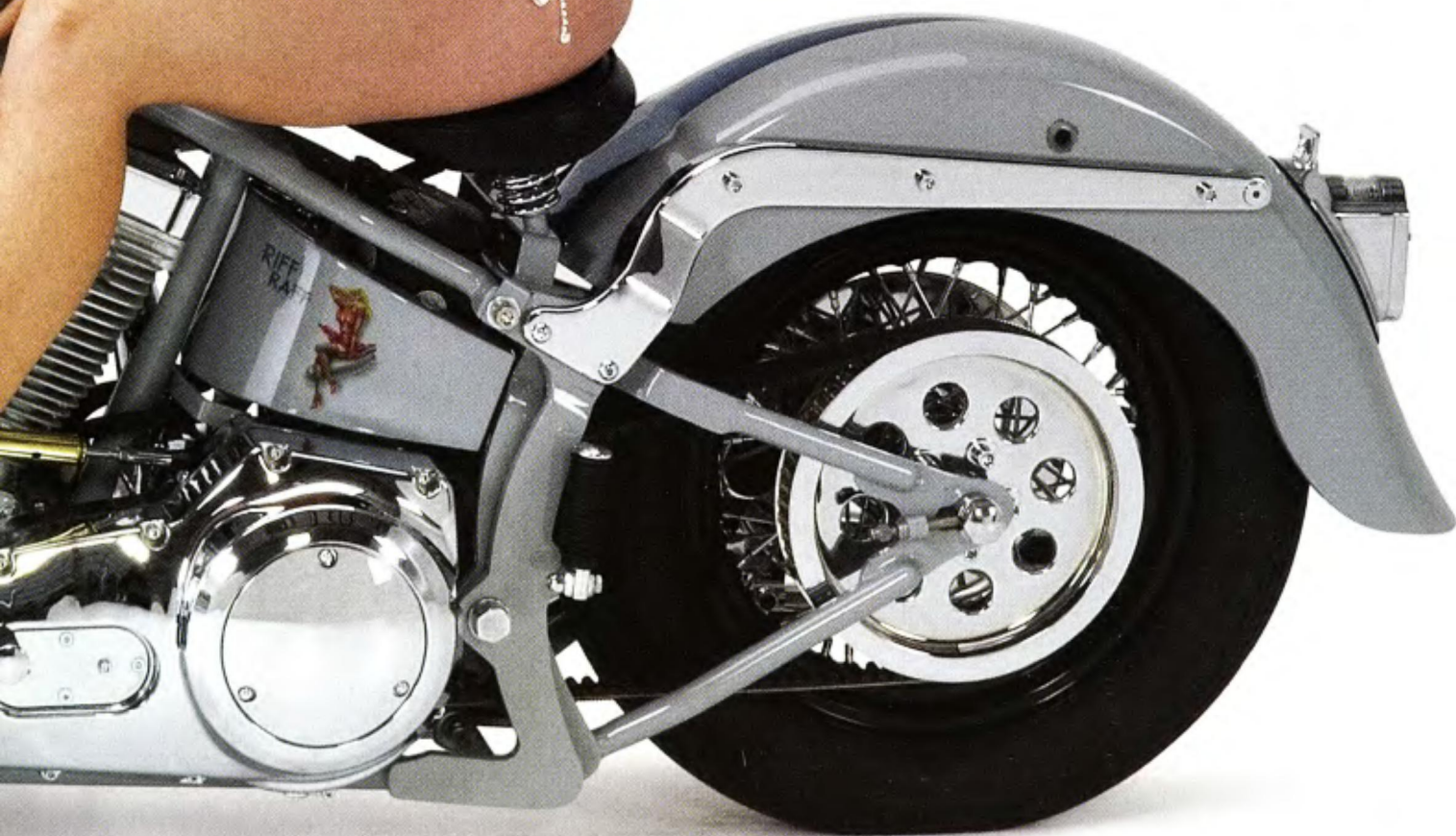
Scott was able to keep the Bomber Bike a secret from Steve until it was unfurled at the photo shoot. When Steve walked into the palatial studios of Mike Chase, you could hardly scrape his jaw off the ground. Friends like these are part of what makes life so worth living. Steve loves to ride his kewl Bomber Bike around the rich farm country of Napa Valley and in his hometown of





St. Helena. He's one hour from the redwoods and will sometimes ride across Hwy 128 to Lake Berryessa for the day. Boisterously bouncing all over Crump's battleship grey and blue Bomber bike is the smokin' hot Tara, who happens to be, among other things, this month's Fox Hunt winner. Understandably still smoldering from her recent brush fire experience, she became the Bomb posing on The Bomber.

—Cheesehead





Owner: Steve Crump
City: St. Helena, California

GENERAL

Fabrication: Riff Raff Customs
Model: 2007 Riff Raff Custom
Time: 3 months
Chroming: West Coast Chrome

ENGINE

Year/Model: 2007/S&S
Displacement: 96 cubic inches
Carb: S&S Super G
Pipes: Samson fishtails

TRANSMISSION

Year/Make: 2007/Rev-Tech 5-speed

PAINT

Molding: Marty Seagraves
Painter: Scott Hultquist
Type/Color: PPG/Battleship Grey with blue
Special paint: Scott Hultquist

FRAME

Year/Make: 2007/Santee
Type: hidden-shock
Rake: 32 degrees
Stretch: none
Shocks: Harley-Davidson
Modifications: Riff Raff Customs

ACCESSORIES

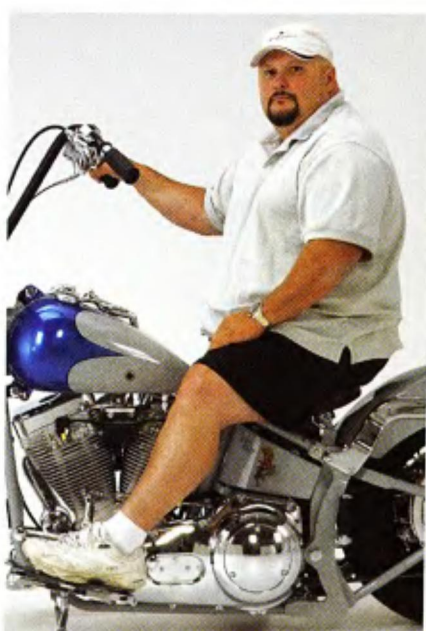
Bars: K&N
Risers: CCI
Handlebar controls: Arlen Ness
Fenders: Harley-Davidson/Riff Raff Customs
Headlight: CCI
Taillight: CCI
Speedo: Hollywood Flipper hubcap chick
Pegs: Harley-Davidson
Foot controls: Harley-Davidson
Electrics: Riff Raff Customs
Gas tank: Harley-Davidson
Oil tank: Santee
Seat: LePera
Mirrors: none
Grips: CCI

FRONT END

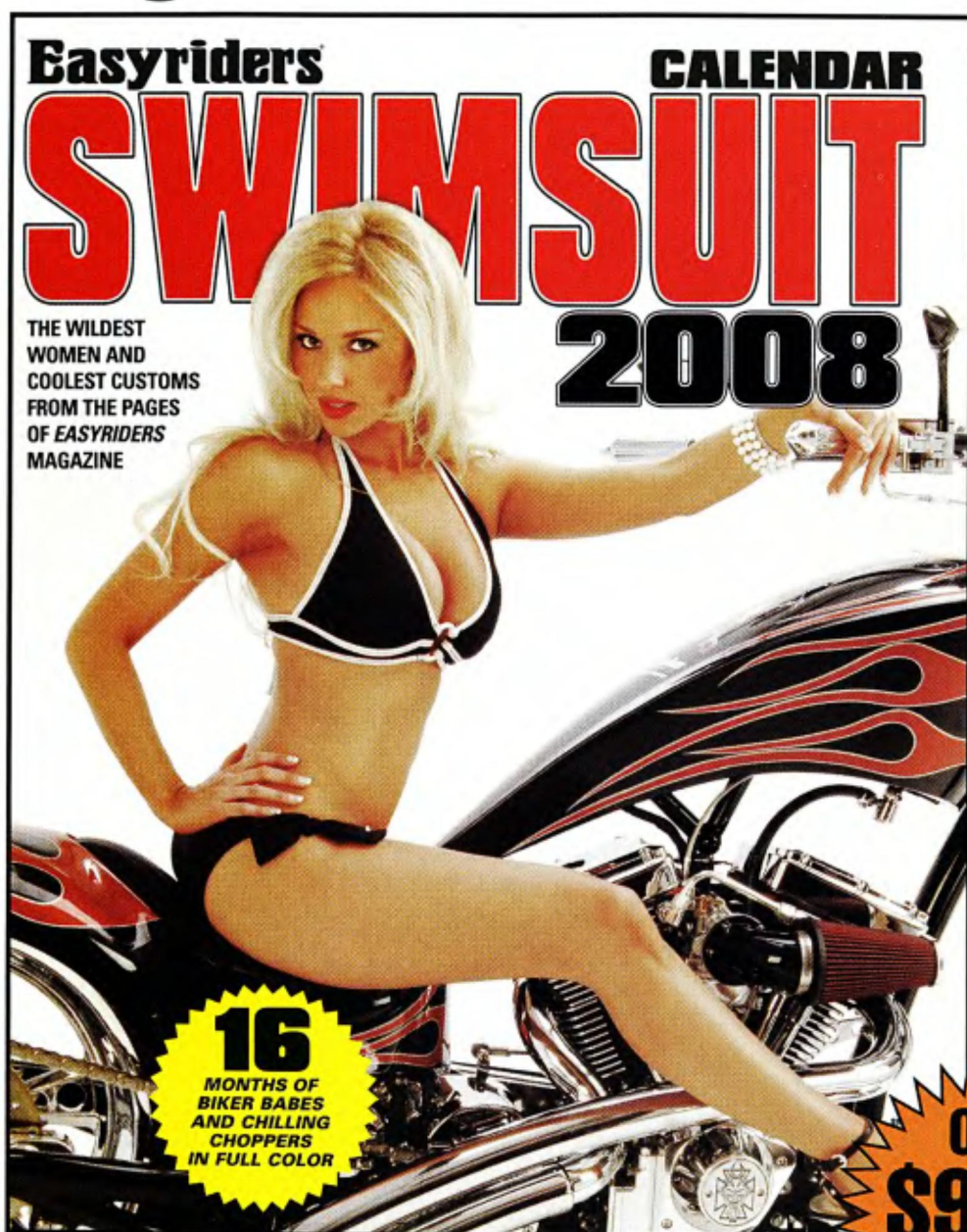
Type: wide
Extension: 2 inches under
Triple trees: standard, chromed
Builder: Riff Raff Customs
Modifications: Riff Raff Customs

WHEELS

Hub: CCI / Riff Raff Customs
Size: 16-inch front, 16-inch rear
Tires: Avon Speedmaster
Brakes: Harley-Davidson
Photos: Mike Chase
Contact: www.riffraffcustoms.com



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M I L E S O F S M I L E S

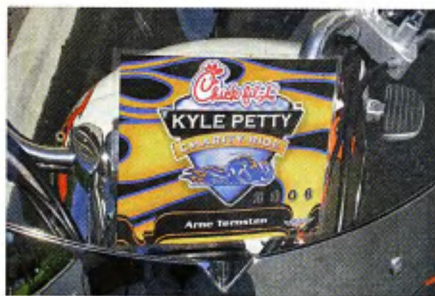
KYLE PETTY RIDE

The beautiful Coeur d'Alene Resort in Coeur d'Alene, Idaho, was the starting point for the 12th Annual Kyle Petty Charity Ride Across America. During this ride, over 200 riders and support personnel cross the country in eight days. Thanks to *Easvriders* and Victory Motorcycles, yours truly was in attendance for the second time in four years to bring you the skinny on this great ride for a great cause.

Being on the Kyle Petty Ride felt like a homecoming since so many of the same friendly people from the last time I made this trip were on hand and ready to put on some miles. This is what makes this ride so special, you feel like family and that's how Kyle Petty likes it.

There's no way to tell you about the entire trip in these few paragraphs, but if you've never seen either Glacier Park, or 9,000 foot Bear Tooth Pass in Montana, from a motorcycle, then definitely put these experiences on your list of things to do. This was by far the most gorgeous bike ride I've ever been on and I'd like to do it again tomorrow.

We'd like to tip our hat to Bob Owens from Sunoco and his riding buddy who made the entire trip on their vintage Norton motorcycles. They definitely showed some class. Speaking of our rides of choice, the Victory Kingpin I was riding was one of the best-handling bikes I've ever ridden. It had plenty of horsepower and smooth-working gears. Even the stock seat was fine, a good thing



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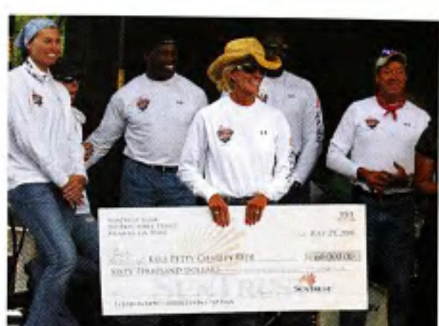
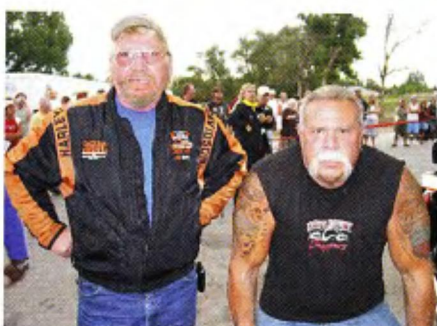
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Photos: Arne Ternsen

when you're putting on 400 to 550 miles a day. Based on riding the Kingpin, I'm interested in trying out the new 2008 Victory Vision for a test ride.

Another wonderful thing about the Kyle Petty Ride is that so many people come out to greet the riders along the route. In Sheridan, Wyoming, Springfield, Illinois, Cincinnati, Ohio, and Asheville, North Carolina, there were thousands of well-wishers lining the streets to watch us pass. Live music and a terrific barbeque dinner were waiting for us in Asheville. Richard and Kyle Petty along with our other celebrity riders such as golfing great Davis Love III, super model Niki Taylor, and the NFL's

Herschel Walker did double duty, signing autographs, visiting the Children's Hospital and still rode the same miles as the rest of us. You celebs sure made a lot of kids very happy.

In Sheridan, Wyoming, we were joined by Paul Teutul, Sr. and Mikey from OCC. They built the Sunoco custom bike that was showcased during the entire ride. For \$10, you could enter a sweepstakes to win the bike. All proceeds went to the Victory Junction Gang Camp in Randleman, North Carolina, which was our final stop on the ride.

I had not seen the camp since my last Kyle Petty Ride four years ago when I was there for the ground-breaking and

was amazed at the transformation of Victory Junction from a pile of dirt to a wonderland for kids in need. This is a place where children with disabilities can get together to play and just be kids. One little girl told me that this was her fourth visit to the camp and that she thinks it's the best place on earth. From the smiles on all the children's faces, you could tell that they all feel the same way.

To all those who have worked so hard to make Victory Junction a reality, we just want to say thank you and well done. For more information on the Kyle Petty Ride visit www.kylepettycharityride.com

—Memoryman

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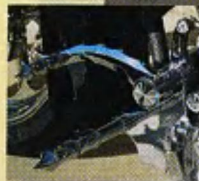


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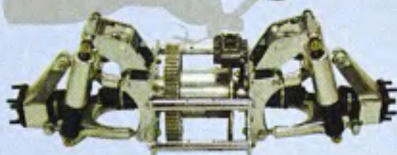
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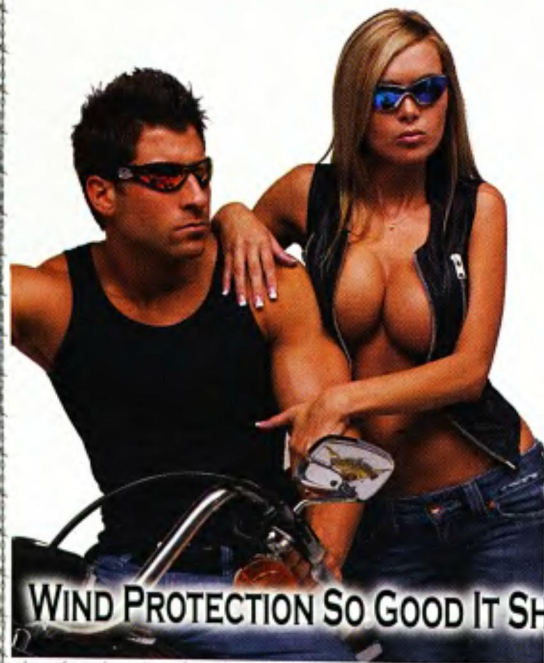
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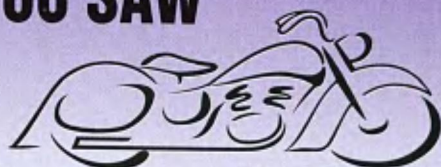
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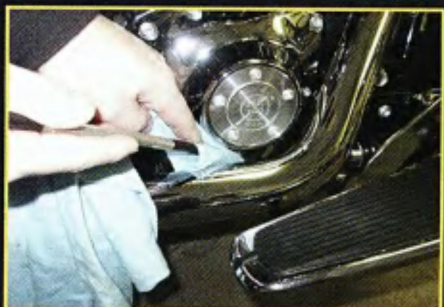
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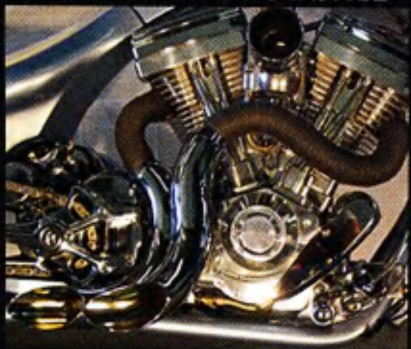
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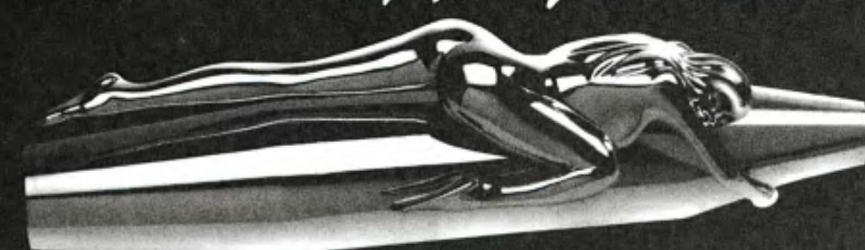
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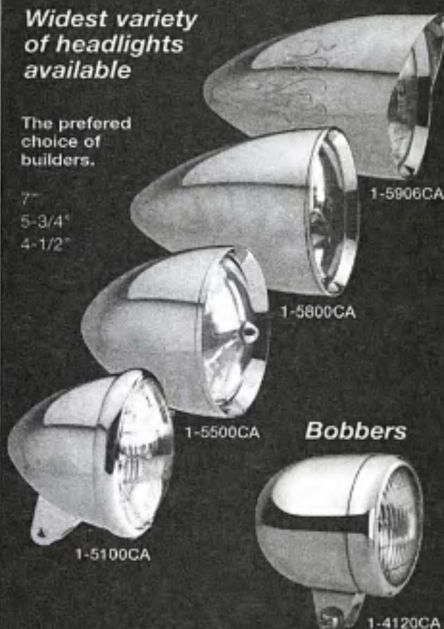
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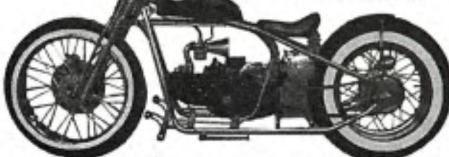
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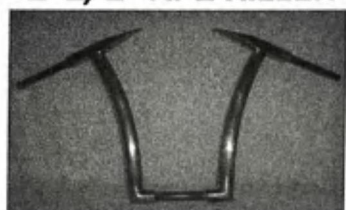
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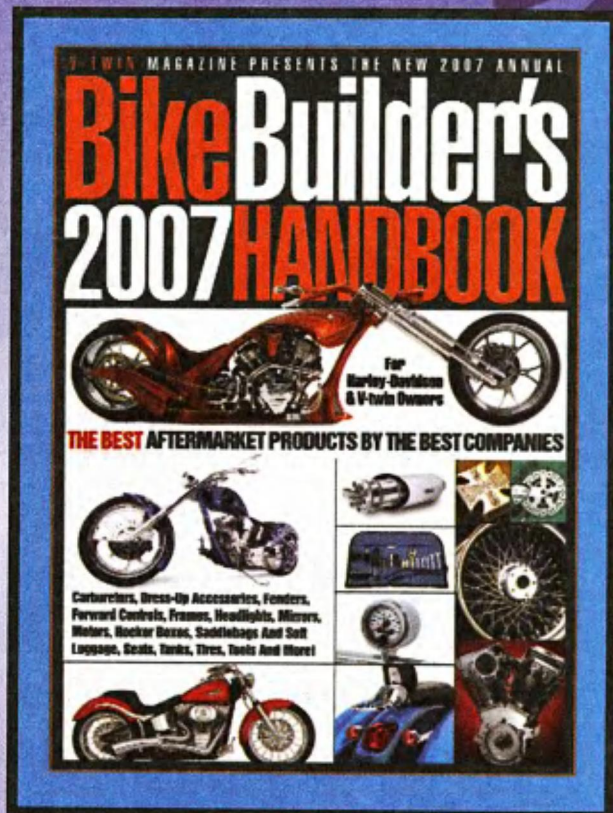
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J&P Cycles is at it again and this year they are building a wild custom dresser motorcycle that you could win! What will it look like? We're not telling, but we will be starting with a 100-inch Rev Tech polished motor, a Rev Tech 6-speed tranny and a Santee rubber-mount frame, all from Custom Chrome, Inc. You'll be blown away when we unveil this righteous ride in the pages of *EASYSRIDERS* magazine. Remember, you can't win if you don't enter, so fill out the official entry form right away or visit our website at: www.jpcycles.com!

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Use the attached Official Entry Form or write your name, address, phone number, and EASYRIDERS/J&P Cycles BIKE GIVEAWAY ENTRY on a 3x5 index card and mail it in an envelope to: Easyriders/J&P Cycles 8th Annual Bike Giveaway, P.O. Box 50044, Boulder, CO 80322-0044. Limit: one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request billing. Entry form must be legible and completed in full to be valid. All entries must be received by January 15, 2006. Easyriders/Paisano Publications, LLC., assume no responsibility for lost, misdirected or late mail.

Prize is not transferable and not redeemable for cash and may not be exactly as shown in picture. No substitution of prize is permitted. One Grand Prize with approximate retail value of \$25,000.00.

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The Sweepstakes is open to all residents of the U.S. aged 18 or over, except employees of Easyriders/J&P Cycles and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law.

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For the name of the prize winner, send a separate stamped, self-addressed business envelope to: 8th Annual Christmas Bike Giveaway Winner, Paisano Publications, LLC., 28210 Dorothy Drive, Agoura Hills, CA 91301.

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J&P BUILD-A-BIKE SWEEPSTAKES

Getting Ready For The Showdown

For the past two months, we've been prepping you for our annual J&P Cycles Build-A-Bike Giveaway that's happening in the very near future and for which the good folks at J&P Cycles are building an awesome custom bike. A custom bagger, to be precise.

We told you about the initial assembly of the bike and getting it prepped for paint. In this issue, you can see how Chad Renkin had treated the metal to some awesome colors—lemon drop yellow and navy blue with silver stripes—before all the parts came back to J&P where Jeff Wiley took care of the final assembly.

Time was of the essence, of course, as it always is. This time around, it was because the bike was going to Sturgis to be displayed at the J&P store on Lazelle Street, and Jeff was under considerable pressure to get it done. An old hand at this sort of thing, however, Jeff approached the whole matter with alacrity and aplomb. "It was the usual put-her-back-together, you know, and



having to deal with some things that you didn't think about when you took her apart," he puts it.

But there were several things entailed in this build that weren't the old ho-hum "usual." For one thing, this is a bagger, for another, it is a custom bagger built from scratch. "I hadn't built a bagger before,

so this is my first one," Jeff says. "Most people, when they build a bagger, they start with a stock one and customize that. But not many guys get to build a bagger from the ground up."

Of course, having a J&P Cycles catalog full of goodies readily available to him helped him tremendously, with some of



the major parts supplied by Custom Chrome. "In fact," says Jeff, "we got the fork, the wheels, the frame and the drivetrain from Custom Chrome, so they were a huge part of this."

One of the highlights of the build, at least as far as Jeff is concerned, was installing the rubber-mounted RevTech motor, a somewhat unusual addition to a bike of this style. "Not many bikes have a rubber-mounted motor, most of them are solid," Jeff explains, adding, "in fact, this RevTech motor was pretty impressive, because I didn't even have to reset the idler or anything. Took it out of the crate, installed it, hooked up the wiring and started it up."

Not everything was that easy, of course, but the hard part had already been accomplished by the time everything had been sent out for paint. Now it was just a matter of putting the final touches on the bagger. "Also, we hadn't done the wiring before we took it apart," Jeff says, "so we had to do that and hook the oil lines up and the brakes and whatever plumbing had to be done."

The Wire Plus wiring harness worked smoothly and efficiently, he adds, because everything is already presorted in its little box and all Jeff and his crew had to do was hook the wires up to all the circuit breakers, starter relays and so forth.

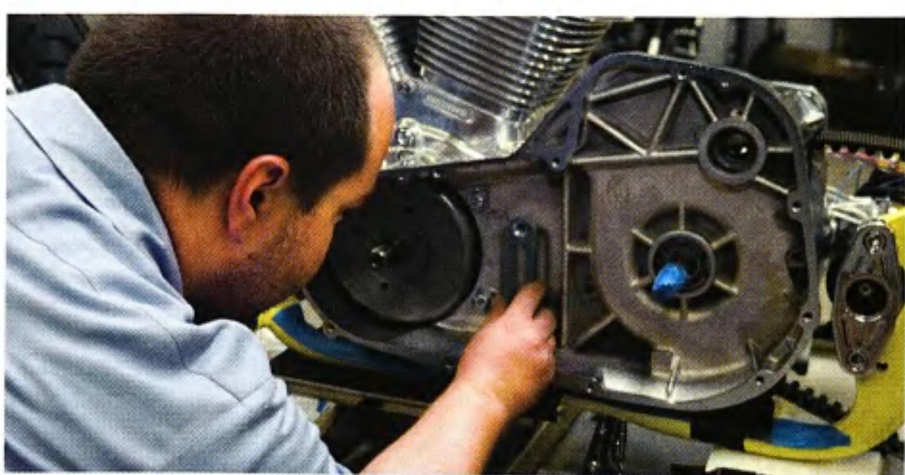
There was only one obvious change from the original plans. "We pretty much left the windshield off, because we decided it would look better that way," Jeff explains. "Besides, we had to get it up to Sturgis, and it wouldn't have fit into the truck with the windshield on."

The winner of this bike can, of course, get a windshield and have it installed, but Jeff feels that it may be a tad too tall for the bike, and since it's a shaded windshield, it might clash with the paintjob a bit. But like most things in life, that's just a matter of taste. "When we painted it, we weren't sure which way we were going to go with it," Jeff adds.

They've gone with it, and gone far; now the bike is ready for its new owner. Jeff test-rode it to make sure everything works, and once it comes back from Sturgis, he'll test it some more and fine-tune it. "After that, it'll get displayed at a couple of bike shows this fall, and then you guys will have the raffle and the lucky winner will get it."

And that could be YOU! Simply check out the J&P Cycles ad in this issue of *Easyriders* and enter to win. Find more details at www.jpccycles.com.

—Red Baron



Photos: Ethan Fry

When we're rolling down the road we want to be seen. Years ago, our puny 6-volt electrical systems would barely "power" the headlight we robbed off of that '53 Chevy and a 1156 taillight bulb. Charging systems have come a long way over the years, and even if we don't want to look like a cavalcade of Shriners parading down the road, it's reassuring to know—we could. Whether it's additional safety lighting you are looking for, or a little accessory lighting to dance off of your

chrome, there is a light out there for every biker.

We also threw in a charging system upgrade, an easy wiring kit, boss digital speedo and a fine starter for you to check out. If any of this seems interesting to you, be sure to go to the manufacturer's Web page for more information.

Note: Companies marked with a  are advertisers in this issue. Please check out the advertisers index on page 136 to get more information on them.

—Kit Maira

EASYSRIDERS' ROLLING CHASSIS AND KIT BIKES GUIDE



BIG BEAR CHOPPERS GTX

Big Bear Choppers Grand Touring X-Wedge (GTX) will be rolling in the '08 fleet, available for purchase around November. It's a stretched pro-street mutant of a bagger type motorcycle. A touring version with additional front end bodywork will be introduced later. One of its unique characteristics is the position of the passenger, sitting in front of the rear wheel. By moving both the rider and passenger forward in the frame, this places more weight in the center of the bike to produce better handling and comfort. Other key features include an auxiliary fuel tank, totaling five gallons, under the seat next to the large capacity oil tank. The wow factor comes from the flowing bodywork from end to end, stepping outside the traditional realms of motorcycle design.

Big Bear Choppers; 909-878-4340;
www.bigbearchoppers.com 



TWO FROM CUSTOM CHROME

The Delta 88 rolling chassis from Custom Chrome features a gooseneck frame with 38 degrees of rake which accepts the Jammer Pandemonium engine, as well as shovels and Evo engines. It uses either 4- or 5-speed transies and comes with a springer front end, Hollywood bars, gas tank, oil tank, front and rear fenders, spoked wheels,



brakes, head and taillight, foot controls and floorboards. The Black Moly uses the same frame but features a chrome girder front end and an aluminum peanut tank. All Rolling Chassis Kits come with Manufacturer's Statement of Origin (MSO) for bike registration.

Custom Chrome;
www.customchrome.com 



V-TWIN REPLICA CHASSIS

With V-Twin's replica rolling chassis kit you can create your own custom from the ground up. Your hardest choice will be deciding what engine package to choose as V-Twin's kits are available to fit either an Evo or TC88 drive train. (Engines Sold Separately). The chassis is a V-Twin Mfg. Replica ST frame with both front and rear frame sections and also includes original style components. With the kit comes a complete set of tin including front and rear fenders, gas tank, and 21-inch front and 16-inch rear wheel with Avon tires. It includes a complete 39mm single disc front end with chrome triple trees and your choice of stock or chrome lowers, handlebars and a 5 3/4-inch chrome front headlight, an oil tank, a set of chrome adjustable shocks and dash kit.

V-Twin Mfg.; 800-VEE-TWIN;
www.VTwinMFG.com 



KUSTOMWERKS BOBBER

People love bobbers because they love the simplicity of reducing the bike to the basics, and bobbers offer the least expensive way to get into a kit bike. Kustomwerks Springer Bobber Kit offers a 180mm Tire Kraft/Tech Frame, and the springer front ends are available in black or chrome finish. Other features include: 80-spoke chrome wheels, a 9-inch Wild Card rigid fender with a fender brace "that can actually support a 2 ton ho," polished billet forward controls, mini apes, raw finish oil tank, a peanut tank and many other features that are used by some of the top bike builders in the country. Want to change the wheels? No problem. Want to change the bars? No problem, substitutions are allowed.

Kustomwerks; 336-996-8690;
www.kustomwerks.com 



300 DROPSEAT ROLLING CHASSIS

Carolina Custom Product's New 300 Dropseat Rolling Chassis ships fully assembled with quality American-made components. It is designed with a trick, sleek look but engineered to pound the pavement. CCP's new Dropseat rolling chassis is also available as a complete custom bike kit. All rolling chassis ship preassembled at no extra cost. Rollers come complete with chrome hardware, wheel spacers, and handlebar dampers.

This rolling chassis starts at \$13,839.
 Carolina Custom Products;
 704-592-2355;
www.carolinacustomproducts.com



FLYRITE CHOPPERS ROLLING CHASSIS

Flyrite Choppers rolling chassis is based on Flyrite's own frame, which is manufactured in-house. It includes a chrome springer front end, bearing cups/bearings, chrome 40-spoke front and rear wheels, tires (choice of black or white-wall rear), tubes, rim strips, tank, fender, FRC NeverRust fender strut (polished 420 stainless), FRC Solo Seat with hardware kit/springs, bars, chrome risers, riser bolts, axles, chrome headlight/bracket, and Flyrite's own ribbed grips. Available in 30-degree/0 stretch or 33-degree/2-inch stretch for Big Twin. Available in 30-degree/0 stretch only for '57-'82 Ironhead and '86-'03 Sportster drivetrains. Pricing starts at \$2,499.

Flyrite Choppers; 512-918-2467;
www.flyritechoppers.com



BILLY LANE'S BOBZILLA ROLLER

The Bobzilla roller is based on the frame Billy used for the 1945 Knucklehead Bobber he built for himself named "Bobzilla." With traditional bobber frame dimensions and its wide rear end, it will accommodate up to a 280mm tire. Moderate rake and stretch, plus its compact design, make this roller very versatile for riders of any size. Roller accepts any big twin and hidden-shock transmission including a 6-speed. Comes with one of three sissybars, spun rear fender, custom tank mounts, narrowed and lowered seat area, Sneaky oil tank, side mounted tag bracket, and more.

Choppers Inc.; 321-757-7262;
www.choppersinc.com



DETROIT BROS. COMBAT ROLLER

This "ultra kick-ass" rigid roller from the Detroit Bros. features its Insani-Trees on a narrow glide front end, new Eliminate wheels and Dunlop, Metzeler or Avon tires. It includes all stems, axles and bearings needed. This roller can accept any big twin such as Evo, Shovel, etc., and is also available for most Sportster models including rubber-mounts and Twin Cam engines. The frame comes unfinished and ships unassembled. Wheels will ship in raw aluminum unless upgraded. Options include wheel sizes, tire types, wheel finishes, frame styles, neck style, and neck rake. Prices start at \$4,500.

Detroit Bros.; 866-DET-BROS;
www.detroitbros.com



COVINGTONS BOBBER ROLLING CHASSIS

The Bobber Rolling Chassis kit, new from Covingtons Customs, revolves around the same chassis that is used on its production line Bobber. This kit features the Paughco springer front-end, chrome billet risers, Flanders apehangers, peanut tank, chrome horseshoe oil tank, flat fender with chrome strut, 21 by 2.15 front chrome spoke wheel and 16 by 5.5 rear wheel, both with whitewall tires and a spring seat assembly. Bobber kit comes disassembled with all necessary hardware and no fabrication needed.

Covingtons Customs; 580-256-2939; www.covingtonscustoms.com

EXILE ROLLING CHASSIS

The Exile Rolling Chassis includes a frame, front end, wheels, forward controls, fenders, and brakes. Rigid and hidden-shock frames are available with a variety of choices for rake and stretch. In addition to these options are numerous possibilities for wheel/tire sizes. Rolling Chassis start at \$6,999. To have the full list of Exile parts, complete bike kits are available as well. With a decent set of

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sockets, the assembly is a breeze. Bike kit pricing (including fabrication) starts in the low \$20,000s.

Exile Cycles; 818-255-3330;
www.exilecycles.com



PRO-ROLLER KITS OFFERED IN STAGES

These kits from Pro-One are offered in three stages with many options. Stage 1 includes the frame, suspension, complete fork assembly, billet wheels, tires and handlebars. Stage 2 adds a steel front fender, custom steel Pro-One gas tank, Pro-One oil tank and strutless Pro-One rear fender. Stage 3 get you everything in stages 1 and 2 plus a billet headlight, calipers and rotors, leather seating, license plate mount with light, pulley, kickstand and forward controls.

Pro-One; 800-884-8473;
www.pro-one.com



GRANDEUR UNASSEMBLED BIKES:

Shown here is the Bobber, just one example of the many production bikes that Grandeur Cycle offers unassembled. When you buy an unassembled bike, you will receive all of the same components as used by Grandeur on its world-famous motorcycles. Included is everything that you will need to assemble your own motorcycle down to the last nut and

bolt, brake fluid, motor oil, battery—everything. There is nothing else to buy. There is no welding, drilling or grinding required. Just do some minor body work, give it a paintjob, and put it together. Bikes come furnished with a Manufacturer's Certificate of Origin (MCO), which makes insuring and financing easy. Many options are available.

Grandeur Cycle; 877-224-6975;
www.grandeurcycle.com



CYRIL HUIZE SIGNATURE BOBBER

The handmade frame features no stretch and a 32-degree rake for a true bobber look. A custom gas tank was handmade then Frisco mounted with recessed brackets. The rear fender was fabricated to be also the oil tank and holds four quarts. The engine is a 100-inch retro panhead, highly polished, and EPA and CARB legal. The transmission is 6-speed, left-side drive. There is a BDL 3-inch open belt, chain final drive and a brake/sprocket kit. The front end is a springer wide glide with Z-bars on 7-inch risers. The rear wheel is 60-spoke with a 200/55-18 Avon Venom tire. Front is 60-spoke with a 120/70-21 Avon Venom tire.

Cyril Huize; 561-392-5557;
www.cyrilhuize.com

DENVER'S CHOPPERS

Denver's Choppers features a huge selection of rolling chassis (*below*). It can virtually make whatever the customer wants to order, and has been in business for almost forty years. Denver's says it has made the art of the chopper into a fine science and knows what will work and what's best. Its front ends are all made from 4130 alloy tubing—the same material that they use to make the NASCAR roll

cages. They're all pre-polished to get a show-chrome on every one.

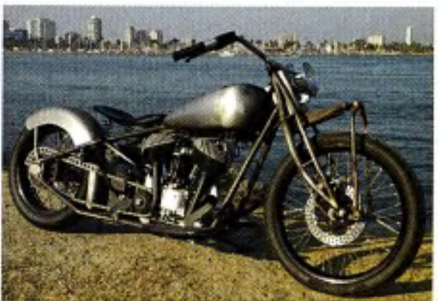
Denver's Choppers; 877-744-9412;
www.denverschoppers.com



CROCKER MOTORCYCLE

The 1936 Crocker was the first production motorcycle in the USA to use an overhead valve engine, beating Harley-Davidson to the punch by four to six months before its launch of the Knucklehead. From its first appearance on the road in Los Angeles and for many years to come, the Crocker was the fastest production bike in the world. Crocker Motorcycle is producing its first 100 Big Tank and Small Tank motorcycles as a signature series, prior to regular production, to commemorate the approximately 100 bikes originally produced. These Crockers will be available in kit form and each engine will be fully assembled and tested by Accurate Engineering.

Crocker Motorcycle Company;
416-650-0100;
www.CrockerMotorcycleCo.com



KIWI BOBBER KIT

The Kiwi bobber kit combines old-school bobber styling with some cool late model conveniences like disc



brakes. Kiwi's rolling chassis kit accepts Kiwi's own 84-cubic-inch Flathead engine or original Indian engines. Kiwi's new rigid frames feature no castings (all tubular design) with billet weldments for a nice clean look. Frames are made from USA 1020 DOM tubing for durability. Kiwi's bobber features internal handlebar controls, right-side drive, oil tank within the right side gas tank, low center of gravity and low seat height. Another Kiwi version using a Harley Twin Cam B motor is currently under development.

Kiwi Indian Motorcycles; 951-788-0048; www.KiwiMotorCycles.com



SUCKER PUNCH SALLYS

Sucker Punch Sallys no rake, no stretch rolling chassis accepts panhead, shovelhead, & Evo motors and 4-, 5- & 6-speed transmissions. It includes frame, front end, headlight, handlebars, risers, cups and bearings, front and rear wheels, tubes, rim strips and tires, front and rear axles and spacers, and 2.4 gallon peanut tank. All this for \$2,850 plus shipping. Note: Paint, assembly and grips not included.

Sucker Punch Sallys; 480-778-9500; www.suckerpunchsallys.com



CALIFORNIA CUSTOMS KITS FOR 2008

California Customs now has 25 custom designed kits offered. They let customers dictate how their finished bike will look and perform. The only limitation is the customer's imagination. California Customs' unassembled kits are registered under its brand name so registration and insurance is much easier and resale values are all documented in the Kelley Blue Book and NADA guides. A couple of the new models are the Retro Rockitt (pictured) and the Coaster. Its kit bikes range from rigid frame choppers and bobbers to rubber-mount baggers.

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www.calcustom.com

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EVERY DAY RIDER

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New York Myke's V-Glide

"I've loved the V-Rods since the first time I saw them," says the owner of San Diego Harley-Davidson, "New York" Myke Shelby. "I just had to try and make a bagger I could take across country that is different than anything out there and goes balls out with a half-twist of the throttle."

NY Myke is a man that knows what he's talking about. With over 44 years of real riding experience under his belt and over 25 years in the business of owning/operating bike shops, he's seen his fair share of customs and trends come and go. Myke's latest passion for custom bike building is Harley's V-Rod. However, he's also taking his share of V-Rod bashing as well.

"I know they're more metric, but it's

a step into the future [for Harley]. I'm a patriotic American and love Harley-Davidson, but that doesn't mean I have to love something that's antiquated." Within weeks of the first V-Rods hitting showroom floors, Myke had several in the custom side of his shop, tearing them apart. "I had apes on them, lowered them, painted them, did a few other modifications and entered one in the Easyriders Bike Show in San Diego and ended up taking First in its Class."

This "V-Glide" is a far cry from Myke's first custom V-Rods. Jim Sundell, the head mechanic on this project, had some definite modification work on his hands. Ya just can't slap a Street Glide fairing and a set of FL bags on this bike and make it work. "Jim really had to fabricate a lot of brackets for this one." Then there's the weight issue.

Once Myke had everything in place and started riding it, he found that the front end was much heavier than was expected. Undaunted, he took off on a cross-country trip to prove the bike's mettle. "I trailered the bike out to Milwaukee in January ['06] to show Willie G. Davidson. He and the rest of the design crew loved the bike, but Willie G. said they weren't ready to make a V-Rod dresser...yet." After that visit, Myke got down to business, but not before having the following exchange with Willie G: "I'm going to keep pushing the envelope 'til you guys build a V-Rod bagger," stated Myke.

Willie G. replied, "We'll be looking at ways to use your ideas." So the groundwork appears to have been laid.

Myke then rode from Harley's plant in Milwaukee to Florida for the Harley Dealers meeting, then to D.C. for some talks with our nation's legislators on motorcycle rights issues, then back to San Diego. Upon his return, he hooked up with the parade rolling out for the Run To The Wall, and back into D.C., this time talking to legislators on Veteran's Rights, then back to San Diego. How'd the bike handle, as opposed to, say, an Ultra or Road Glide? "I believe these bikes can be a great touring bike for Harley. It's a great riding bike, but it's not perfect for this type of fairing set-up. But, Harley's engineers could make this work by redesigning just a few of the V-Rod's features."

Myke is, without a doubt, a very



patriotic American and is very active in motorcyclists' and veterans' rights and is a nationally recognized expert on both topics. This fast talking, hard riding Vietnam vet says what he means and means what he says and we should all be glad he's on our side of the issues that are currently trying to strangle the custom bike building industry. As to his future plans and projects with Harley's V-Rods? Myke is very adamant. "I want to show that you can be as innovative with this model as we were, and still are, with the Evos, shovels and pans of the past. This is the future, baby!"

—Oil Can





Owner: New York Myke

City: San Diego, California

GENERAL

Model: 2007 Harley-Davidson

Design: New York Myke

Fabrication: Jim Sundell/San Diego

Harley-Davidson

Powdercoating: San Diego Powdercoating

ENGINE

Model: Harley-Davidson V-Rod

Displacement: 1,250cc +

Heads: Screamin' Eagle

Cam: Screamin' Eagle

Modifications: LOTS

Carb: twin Down Dead fuel injection

Exhaust: San Diego Harley-Davidson

FRAME

Builder: Harley-Davidson

Type: V-Rod

Rake: stock

Stretch: stock

FRONT END

Type: modified V-Rod

Builder: Harley-Davidson

PAINT

Painter: Tony Lalicata/Uptown Cycle

Type/color: House of Kolor/black

ACCESSORIES

Bars: San Diego Harley-Davidson

Grips: Harley-Davidson

Mirrors: Harley-Davidson

Headlight: Harley-Davidson

Taillight: modified Harley-Davidson

Fenders: CCI front; Fat Boy rear

Seat: Highend

Wheels: 19-inch front; 240 x 18-inch rear

Brakes: Harley-Davidson

Tires: Dunlop

Photos: Don Rogers

Contact: San Diego Harley Davidson;

858-616-6999

www.sandiegoharley.com





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Jan	5-7	4th Annual Dyno-Drags Nationals - Pomona, CA
Feb	2-4	V-Twin Expo - Cincinnati, OH
Feb	9-11	Available
Feb	16-18	Available
Feb	23	Pompano Harley-Davidson - Pompano, FL
Feb	24	Fort Lauderdale H-D - Ft. Lauderdale, FL
Feb	25	Sunrise Harley-Davidson - Sunrise, FL
Mar	3-11	Bike Week - Daytona Beach, FL
Mar	16-18	Available
Mar	23-25	Hilton Head Motorsports - Bluffton, SC
Mar	31	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr	6-8	Yamaha of Gastonia - Gastonia, NC
Apr	13-15	Harley-Davidson of Fremont, TX
Apr	20-21	H-D of North Texas - Carrollton, TX
Apr	25-29	River Run - Laughlin, NV
May	4-6	Roseville Cycle Center - Roseville, CA
May	11-13	Wabash Valley Harley-Davidson - Terre Haute, IN
May	15-19	Bike Week - Myrtle Beach, SC at the HB Spokes Saloon
May	25-27	The Harley Shop of LP - Longview, TX (Gregg County Fairgrounds)
June	1-2	Doc's Harley-Davidson - Kirkwood, MO
June	7-9	PA Rally on the River - Northumberland, PA
June	15-17	ELKO Jam - Red Lion Hotel - Elko, NV
June	23	J&P Cycles - Anamosa, IA
June	30	Harley-Davidson - Louisville, KY
July	5-7	Harley-Davidson - Dothan, AL
July	12-14	Ogemaw Hills Bike Week - West Branch, MO
July	17	Motorcyclenight - Lowell, MA
July	20-22	Bikefest - Carlisle, PA
July	27-29	Liberty Harley-Davidson - Boston Heights, OH
Aug	2	Whisky Dick's Bike Night - Columbus, OH
Aug	4	Fink's Harley-Davidson, Zanesville, OH
Aug	8-12	Full Throttle Saloon - Sturgis, SD
Aug	17-19	Ozark Harley-Davidson - Lebanon, MO
Aug	24-26	Pike's Peak H.D. - Colorado Spgs, CO
Aug	31-Sep 2	Abate of Minnesota - Litchfield, MN
Sept	7-9	Loess Hills Rally - Council Bluffs, IA
Sept	14-16	Latus Harley-Davidson - Galdstone, OR
Sept	19-23	Reno Harley-Davidson - Reno, NV
Sept	28-30	Bird of Prey Harley-Davidson - Caldwell, ID
Oct	6	Harley-Davidson of Atlanta, GA
Oct	13	Jim's Harley-Davidson - St. Petersburg, FL
Oct	17-21	Biketoberfest - Daytona Beach, FL
Oct	27	Shreveport Harley-Davidson - Shreveport, LA
Nov	3	Stone Mountain Harley-Davidson - Lilburn, GA
Nov	8	Harley-Davidson of Brandon - Tampa, FL
Nov	9-11	Space Coast Harley-Davidson - Palm Bay, FL
Nov	16-18	Available
Nov	23-25	Available
Nov	30-Dec 2	Available
Dec	7-9	Available
Dec	14-16	Available
Dec	21-23	Available
Dec	25	Merry Christmas
Dec	28-30	Available



The December issue of *Easyriders* (No. 414) is our Holiday Special and it's packed with biker gift ideas, toy runs, and even a little humor about what NOT to get the biker in your life. We'll showcase outstanding custom bikes by Trevelen of SuperCo., Brian Klock, Eddie Trotta, Warren Lane and Stevenson Cycles. We'll introduce you to a wild maverick mechanic named Eddie Paul, show off the incredible motorcycle lifestyle art of Rod Griffith and take you to the glorious Redwood Run.



This is your last chance to win our J&P Cycles Build-A-Bike Contest and we'll show you the awesome finished ride that you could win! Want a few tips on building a bike on a budget? Then you'll dig our story on Negotiable Parts: a place where you make a deal for what you need. All this plus our complete Guide to Aftermarket Motors will be blazin' your way in the December issue of *Easyriders*.

On sale October 30th



The next thrill-packed issue of *WTwin* (No. 78) will bring you a wicked X-Wedge ride from Big Bear Choppers and seven other

amazing custom bike features. Ride with us to Laconia for all the farout fun, check out the killer chrome at the Donnie Smith Bike Show and meet Master Painter Alan Pastrana. Plus see a new classic from Timeless Motors, amazing engraving by Jim Levendosky, an Event Guide to Biketoberfest and a Tech Guide on Lighting and Electrical for your motorcycle.

On sale now!

Biker's October issue has Hanna Hilton on Dozer's Green FXE. We also visit wild parties across the country, plus all the good, weird shit you've come to expect.

On sale now!



Kick off the holidays with *In The Wind's* December issue as we focus on do-gooder biker benefit gigs. Plus, mix in Rolling Thunder

XX coverage, Keith Scarborough's '49 FL pan with Kelly at an Internet biker shoot and yer rockin'! Hey, if it's out there, it's in here. On sale now!

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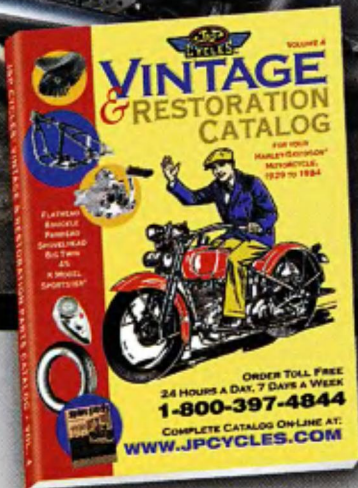
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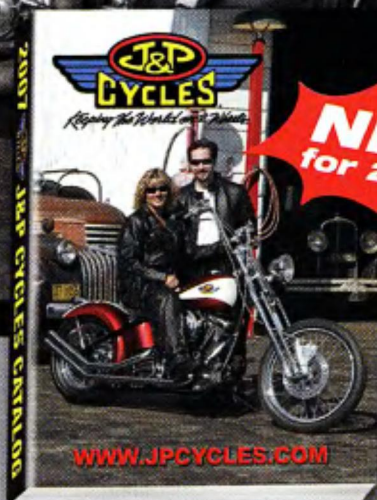
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